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THE COLD MEAT SPECIALITY

Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

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THE INJURIOUS
GLARE OF THE SUN
BY USING
CROOKES' GLASSES
OBTAINABLE FROM
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 19,764. 第一萬九千七百六十四號 庚申年九月初八日 HONGKONG, SATURDAY, OCTOBER 8TH, 1921. 中華民國拾年十月八號 禮拜六 PRICE, $3 PER MONTH.

INTIMATIONS

BOORD & SON'S
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CARTRIDGES!
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A large consignment of ELEY'S SPORTING CARTRIDGES, 12, 16 and 20 bore, loaded with the Sportsman's favourite powders—E. C. and SMOKELESS DIAMOND.
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G. MOUSSION,
15, Morrison Hill Road. [40

PEAK TRAMWAY CO., LIMITED.

TIME-TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 „ „ 9.30 „ „ 10 „
9.30 „ „ 11.00 „ „ 15 „
11.30 „ „ 12.30 p.m. „ 15 „
12.30 p.m. „ 2.30 „ „ 10 „
2.30 „ „ .00 „ „ 15 „
4.00 „ „ 8.10 „ „ 10 „

NIGHT CARS.

8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAYS.

Extra Car—12 midnight.

SUNDAYS.

7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 „ „ 11.00 „ „ 10 „
11.30 „ „ 12.00 noon „ 15 „
12.00 noon „ 1.00 p.m. „ 10 „
1.00 p.m. „ 5.30 „ „ 15 „
5.30 „ „ 6.00 „ „ 10 „
6.00 „ „ 6.30 „ „ 15 „
6.30 „ „ 8.10 „ „ 10 „

NIGHT CARS
As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore Cruer representing Bank Notes. [56

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 16TH, 1921, until further Notice. (All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1A Local	No. 1B Local	No. 3 Local	No. 7 Local	No. 11 Local	No. 4 Through Express	No. 15 Local	No. 19 Joint Sectional and Goods	No. 21 Local	No. 9 Through Slow	No. 23 Local	No. 25 Local	No. 13 Thro Expr
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
CANTON (Tai Sha Tau) dep.				Sundays & Public Holidays only		8.00		—		3.45			4.50
SHEK LUNG dep.						8.18		1.30		11.44			4.68
Sham Chun dep.	Sundays only	7.23	8.05	9.23	10.37	11.12	11.40	1.58	2.15	4.36	5.12	8.26	
Shumgwhui dep.		7.26	8.13	9.34	10.46	—	11.47	2.02	2.26	4.44	5.19	8.15	
Fanling dep.		7.33	8.18	9.43	10.53	—	11.51	2.06	2.30	4.49	5.23	8.17	
Taipo Market dep.		7.46	8.29	9.58	10.58	—	12.02	2.17	2.42	5.01	5.33	8.27	
Taipo dep.		7.47	8.34	10.13	11.09	—	12.07	2.22	2.47	5.06	5.37	8.31	
Shatin dep.		8.00	8.47	10.25	11.15	—	12.21	2.36	2.57	5.22	5.50	8.44	
Yuenmi dep.	7.27	8.14	8.59	10.38	11.21	—	12.34	2.42	3.07	5.37	6.03	8.55	
KOWLOON arr.	7.35	8.22	9.06	10.46	11.28	11.52	12.42	2.50	3.15	5.45	6.10	7.04	7.25

Except Sundays and Chinese Holidays

UP TRAINS

Stations	No. 2 Local	No. 2A Local	*No. 6 Through Express	No. Local	No. 8 Through Slow	No. 12 3rd Class and Goods	No. 14 Local	No. 20 Joint Sectional	No. 22 Local	No. 18 Thro. Expr.	No. 24 Local	No. 16 Local	No. Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	Noon	p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry leaves Hongkong	6.25	6.55	7.55	8.15	8.55	8.25	10.15	11.45	1.05	2.45	4.15	5.15	6.45
KOWLOON dep.	6.41	7.10	8.07	8.35	9.11	9.40	10.30	12.00	1.15	3.00	4.34	5.37	7.02
Yuenmi dep.	6.51	7.15		8.45	9.21		10.39	12.09	1.27	—	4.43	5.47	7.12
Shatin dep.	7.08			8.58	9.33		10.50	12.21	1.39	—	4.55	5.57	7.25
Taipo dep.	7.17			9.05	9.52		11.08	12.34	1.51	—	5.02	6.13	7.35
Taipo Market dep.	7.22		Sundays only		9.57	Except Sundays & Chinese Holidays	11.08	12.39	1.56	—	5.13	6.21	7.40
Fanling dep.	7.33				10.08		11.19	12.48	2.06	—	5.23	6.31	7.50
Shumgwhui dep.	7.38			9.11	10.13		11.23	12.53	2.10	—	5.27	6.35	7.55
Sham Chun arr.	7.46		8.10	9.19	10.19	10.30	11.29	13.03	2.16	4.10	5.33	6.37	8.03
SHEK LUNG arr.	—		10.47	—	1.33		—	4.33	—	5.29	—	—	—
CANTON (Tai Sha Tau) arr.	—		12.10	—	3.04		—	—	—	—	—	—	—

* Will stop at Taipo and Shumgwhui, except on Sundays, for First-Class Passengers on Notice being given to the guard at Kowloon.
** Will stop at Taipo and Shumgwhui for first class passengers on notice being given to the guard at Kowloon.

SHA TAU KOK BRANCH.

	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	7.45	11.30	2.20	6.20	Shataukok...dep.	6.30	10.15	1.05	5.00
Shataukok...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

Further information may be obtained at the Railway Offices, Kowloon, or from Messrs. THOS. COOK & SON, Hongkong.

42 H. P. WINSLOW, Manager.

Hotels in Japan & Manchuria
MEMBERS OF JAPAN HOTEL ASSOCIATION.
Average Rates for Single Rooms (without Bath) including meals
¥10—12 in cities and some popular resorts.
¥ 8—10 in country districts.

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Kamakura:—Kaihin Hotel
Karuizawa:—Mikasa Hotel; Mampei Hotel
Kobe:—Oriental Hotel; Tor Hotel
Kyoto:—Kyoto Hotel; Miyako Hotel
Matsushima:—Park Hotel
Miyajima:—Miyajima Hotel
Miyanoshita:—Fujiya Hote
Nagasaki:—Japan Hotel
Nara:—Nara Hotel
Nikko:—Kanaya Hotel; Nikko Hotel
Osaka:—Osaka Hotel
Shimonoseki:—San-yo Hotel
Shizuoka:—Daitokwan Hotel
Tokyo:—Imperial Hotel; Tokyo Station Hotel; Tsukiji Seiyoken Hotel
Yokohama:—Grand Hotel

IN TAIWAN (FORMOSA)
Taihoku:—Taiwan Railway Hotel

IN CHOSEN
Keijo Seoul):—Chosen Hotel
Fusan:—Fusan Station Hotel
Shingishu:—Shingishu Station Hotel

IN MANCHURIA
Changchun:—Yamato Hotel
Dairen:—Yamato Hotel
Hoshigoura:—Yamato Hotel
Hotel (Mukden):—Yamato Hotel
Ryojun (Port Arthur):—Yamato Hotel

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THE STANDARD LIFE ASSURANCE CO.
New Scheme for Children's Early Endowment:—
Principal features: Small Premium. Liberal Surrender Value.
Return of Premium in the Event of Death.
Write for Pamphlet and Full Particulars to—
DODWELL & CO., LTD.,
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COKE,
FIREBRICKS,
STONEWARE PIPES
GLAZED TILES.
THE KAILAN MINING ADMINISTRATION,
HEAD OFFICE:—TIENTSIN.
AGENTS DODWELL & CO., LTD.
HONGKONG. 30

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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.
HONGKONG—CANTON LINE
Sailings:—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).
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HONGKONG—MACAO LINE
Sailings:—To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m. only).
From Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 5 p.m. only).
BANK HOLIDAY EXCURSION Monday, 10th October, s.s. "SUI AN" will leave Hongkong at 9 a.m. and return from Macao at 4 p.m.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. THOS. COOK & SON, Booking Agents, Hongkong. [46

SANITARY WASHABLE
HALL'S DISTEMPER
THE KING OF WATER PAINTS.
The scientific ideal of a wall covering is one that is not only beautiful, but easy to keep clean, germ proof, absolutely fast in colour, and when applied a thorough disinfectant. No wall covering conforms so closely to these requirements as Hall's Sanitary Washable Distemper which has the important advantages of being most economical and durable.
Hall's Distemper is applied with a whitewash brush, saving much in the cost of labour.
It sets hard, kills microbes and vermin, and disinfects.
It is made in a wide range of 70 colours, including rich dark as well as light tints The colours never fade, enabling furniture and pictures to be moved about a room without showing discoloured walls.
Hall's Distemper decoration may be washed by lightly sponging down with clean tepid water. It remains clean, sweet and fresh for years
Shade card and full particulars post free on application to:—
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SOLE AGENTS FOR HONGKONG AND SOUTH CHINA
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By Special Appointment To H.M. The King of Siam.
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FIRST-CLASS FAMILY & COMMERCIAL HOTEL, Situated in the Finest part of the town, and within easy reach of shopping and business centres, station and steamers. Splendid accommodation. Good Service. Excellent cuisine. Charges moderate. Special terms for stays of one month or longer periods, Motor Car & Carriage on hire.
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ALL BRITISH

C. A. Parsons & Co., Ltd....	Turbines, Condensers	National Gas Engine Co., Ltd.	Oil & Gas Engines, Gas Producers
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Bruce Peebles & Co., Ltd.		Erskine Heap & Co., Ltd...	Switch Boards
Mirrlees Bickerton & Day, Ltd.	Diesel Engines	Electric Control, Ltd.	Automatic Switchgear
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		British Electric Transformer Co., Ltd.	Transformers
		W. T. Henleys Telegraph Works Co., Ltd.....	Electric Wires and Cables

The travelling representative of the above Company is at present in Hongkong.
For Quotations and Specifications address:—
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HOTELS

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CENTRAL LOCATION.
Electric Lifts and Lighting.
Telephone on each floor.
Hotel Launch meets all Steamers
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Tel. Address VICTORIA.
WITCHELL,
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1,500 feet above sea level.
15 minutes from landing stage.
Under the Management of
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THE VICTORIA HOTEL
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Situated on the British Concession, Shameen. The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention given to Tourists.
Reasonable Rates.
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CHRISTOPHER BUTTON ...Manager.
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PALACE HOTEL, KOWLOON.
Corner of Haiphong & Hankow Rds.
Tel. No. 3. Tel. Address Palace.
TWO Minutes from Ferry and Railway Station. This Hotel which has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.
Cuisine under personal supervision of the Proprietor
BAR AND BILLIARD ROOMS
TERMS MODERATE.
Special arrangement for families on application to—
J. H. OXBERRY, Proprietor.
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JOHN I. THORNYCROFT & CO., LIMITED.

SHIPBUILDERS AND ENGINEERS,

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15 B.H.P. 30 B.H.P. 50 B.H.P. Engines in Stock

For quotation apply—

SHANGHAI OFFICE.

86

VIYELLA DRESSING GOWNS.

We have just received a few Ultra Smart Light Weight Dressing Gowns in Plain assorted shades. With Collars and Cuffs contrasting. Also Pyjamas to Match Dressing Gown. Just the Garments for between Season Wear.

Only one of each size 35 38 40 42

DRESS GOWNS - - **$25.50**

PYJAMA SUITS - - **$13.50**

SEE WINDOW DISPLAY

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& CO., LTD.

Mens Wear Specialists

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BY APPOINTMENT

Apollinaris

NATURAL MINERAL WATER.

Since its foundation in 1872, the Apollinaris business has

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THE APOLLINARIS CO., LTD.

Obtainable in Quarts, Pints & Splits at

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EMPRESS STORE, KOWLOON,
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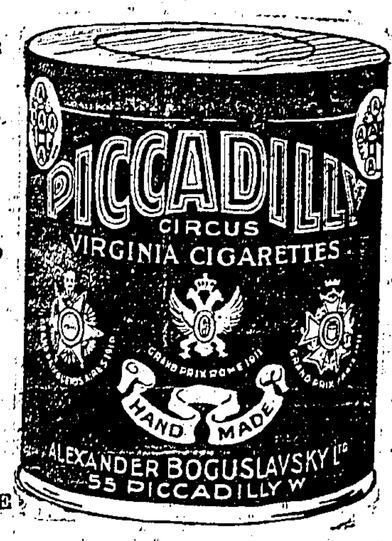

TABAQUERIA FILIPINA. ANGLO-EGYPTIAN TOBACCO STORE AND MESSRS. A. S. WATSON & CO., LTD.

ALSO

"TURFS"

AND

VIRGINIA DE LUXE

935

THE MACAO INCIDENT.

A CANTON AGITATION.

The *Canton Times* yesterday contained the following report:—

That the Government does not press the Portuguese for a speedy reply to the 4 demands presented some time ago as a basis for the settlement of the recent Macao incident, is considered by a majority of the people, especially the natives of Heungshan district, as a sign of weakness on the part of the Chinese Government.

On this account, the people are agitating to press the Government to have the Macao incident speedily settled, once and for all time, so as to avoid future misunderstandings. At a meeting of a newly organized body calling itself the "People's Diplomatic Relations Society" which was founded immediately following the Macao fracas, several steps were proposed to deal with Macao, among which are the following:—

1.—To urge the entire Chinese population in Macao to leave that city.

2.—To urge the natives of Heungshan district (the district where Macao is situated) not to sell vegetables and food supplies to the people in Macao.

3.—To cut off Macao's water supply from Chinese territory.

4.—To petition the Government to exercise its authority over those Chinese in Macao who are gamblers and opium smokers.

5.—To petition the Government to open the port of Heungchow in the vicinity of Macao.

ANOTHER AIR SQUADRON FOR THE PHILIPPINES.

A San Francisco cable to the Manila papers reports that the twenty-eighth air squadron has been ordered to Manila, from Mather Field at Sacramento, California.

The coming of the 28th. air squadron to the Philippines is taken by some army officers, says the *Manila Times*, to mean the establishment of a bombing unit in the local army air organization. The two air squadrons at present in the Philippines, the 2nd at Kindley Field, Corregidor, and the 3rd. at Clark Field, Camp Stotsenburg, are both observation units. The organization of a bombing unit has long been talked of but nothing has materialized along that line. Now that some of the units in the United States are being shifted, reduced, placed on the inactive list, etc., due to the reduction of the army strength to 150,000, it is thought possible that an opportunity is offered the Washington authorities to round out the local air organization.

An air squadron is composed of 31 officers, 132 men, and 13 air-planes, together with all the necessary buildings, equipment, etc.

No advice had been received at department headquarters regarding the transfer of the 28th air squadron to Manila.

THE FIRST CHINESE STAMP.

UNFORTUNATE FATE OF THE DESIGNER.

A correspondent of the *Glasgow Herald* recalls that condign punishment was inflicted on the designer of the first Chinese postal stamp, who had inadvertently committed serious blunders. He was a Frenchman, M. Villard, who in 1849 was employed in the Chinese Customs Office. Requested to design postal stamps to be issued on the sixtieth birthday of the Emperor's mother, Villard did his best to satisfy the Peking Government. But he made two fatal mistakes. He used the contraction "Imp. Chin. Post" instead of spelling out "Imperial Chinese Post." As a Chinese public official he ought to have known that the criminal code forbids any abbreviation in a public document under severe penalties.

But Villard's other mistake constituted a still greater offence. One of his designs was in purple, a colour the use of which was the exclusive prerogative of the Imperial House, and a capital offence for any other person. Villard was disgraced and sternly told that he deserved capital punishment. In deference to France, however, he was not put to death, but was sent on official business to Tibet, a mission which was considered another form of execution. And, indeed, poor Villard was never heard of afterwards.

LONG LIVED BRITISH ENGINES.

Many examples have come to light of British engines which have been at work from the very earliest days of steam engineering. The Science Museum in London has recently placed among its exhibits a pumping engine made in the year 1791 by Newcomon. This engine was at work until the year 1915 at a colliery near Derby. Another engine which was made in the early part of the 19th century has also been presented to the Museum. Both engines are still capable of doing useful work although they represent pioneer types very different from the British steam engines of to-day.

YOUR GLASSES SHOULD GIVE REST

and comfort to your eyes. If they do and if the mountings are properly adjusted, they are All Right. Do not be satisfied unless they are There is no comfort in spectacles that are merely "good enough." They are either Right or All Wrong. If your glasses are in need of changes, adjustments or repairs, send them to the Hongkong Optical Co., Successors to Clark & Co., Refracting & Manufacturing Opticians (the originators of manufacturing Toric lenses in the Colony) located in 53, Queen's Road, Central. They have the equipment to adjust your glasses to a nicety.—ADVT. 526

FRENCH MAILS TO THE EAST.

THE IMPROVED FAR EASTERN SERVICE.

The French Parliament has passed the convention between the Government and the Messageries Maritimes regarding the operation of the mail and "general interest" services to the Far East, Australia, New Caledonia, and other parts of the world.

As already stated, under the new agreement the mail and passenger services are to be operated by a new company, which is to be formed by the Messageries Maritimes, and to which the latter company will transfer sixteen passenger vessels, twelve of which are between 16 and 32 years old and four only of comparatively recent date. The latter are the *Paul Lecat* (1912), *Porthos* (1916), *André Lebon* (1915), and the *Sphinx* (1915). The Messageries Maritimes will merely retain the operation of the commercial lines. The *cahier des charges* attached to the convention gives the following particulars regarding the frequency of departures on the mail services and the maximum duration of each journey. In both respects the former convention of 1911 has been taken as a basis with but a few modifications, one of which being relative to the speed on the China and Indo-China lines, which is reduced by ½ knot, having regard to the high cost of fuel.

THE NEW SERVICES.

Far East.—Marseilles, Port Said, Djibouti, Colombo, Penang, Singapore, Saigon, Hongkong, Shanghai, Kobe, and Yokohama. The departures are fortnightly from each end.

(2) Marseilles, Port Said, Djibouti, Singapore (eventually), Saigon, Tourane, and Haiphong. Departures every four weeks from each end.

Australia and New Caledonia.—Dunkirk, Marseilles, Port Said, Aden (outwards), Djibouti, and (eventually) Aden (Homewards) Colombo, Sydney, Noumea, (the itinerary and ports of call between Colombo and Sydney and vice versa at the Company's option). This service will be a four-weekly one.

The service from Sydney to New Hebrides *viâ* Noumea will be four-weekly.

MAXIMUM DURATION OF TRIPS.

The maximum duration of each trip will be as follows:—

East East.—Marseilles-Saigon, 26 days, 7 hours; Saigon-Marseilles, 26 days, 23 hours; Saigon-Yokohama, 16 days, 2 hours; Yokohama-Saigon, 16 days, 12 hours.

Australia.—*Viâ* Fremantle: Marseilles-Sydney, 47 days, 7 hours; Sydney-Marseilles, 49 days, 16 hours. *Viâ* Batavia: 48 days, 6 hours and 58 days, 1 hour respectively.

The vessel to be recommended for the Far Eastern service will, it is stated, be a steamer of the *Porthos* class, which, while possessing quite comfortable passenger rooms, also large holds enabling her to carry a large amount of cargo.

HONGKONG VOLUNTEER DEFENCE CORPS.

ORDERS BY LIEUT.-COL. L. G. BIRD, D.S.O., ADMINISTRATIVE COMMANDANT.

PARADES.

Recruits drill will be held at Volunteer Headquarters on Monday, 10th, and Kowloon Docks on Friday, 14th inst., at 5.30 p.m.

Dress: Plain clothes.

MUSKETRY.

Part I, Annual Musketry Course, will be fired by members of Artillery and Engineer Companies who have not yet fired on Sunday, the 9th inst., at King's Park Range, commencing at 10 a.m.

Dress: Plain clothes.

Officer for duty: 2nd-Lieut. R. M. Smith, M.B.E.

PROMOTIONS AND APPOINTMENTS.

The following promotions and appointments will take effect from this date.

Infantry.

No. 8 Sergt. W. H. Edmonds to be C.S.M. Instructor of Musketry.

Artillery Company.

No. 133 Sergt. L. S. Greenhill to be Co.-Sergt.-Major.

No. 19 Gunner C. E. Frith to be Corporal.

Engineer Company.

No. 60 Sapper F. P. Lenfesty to be Lance-Sergeant.

No. 17 Sapper R. J. Everest to be Lance-Corporal.

No. 215 Sapper L. Brewer to be Lance-Corporal.

ENGINEER COMPANY.—D.E.L. PRACTICE RUNS.

Instructional Class on Defence Lights will be held at Belchers from 5.30 to 7.30 p.m., on the following dates:—

Thursdays, October 13th and 20th.
Thursdays, November 3rd and 17th.
Thursday, December 1st and 15th.

CADET COMPANY.

Parade.

The Company will parade at Headquarters on Monday, the 14th inst., at 5.30 p.m.

Dress: Drill order with carbines.

Promotion.

Corporal Hast to be Sergeant.

G. F. E. RAPSON, Bt.-Major,
Adjutant, H.V.D.C.

Hongkong, October 7th, 1921.

INCOME-TAX IN AMERICA.

In 1919 the American income-tax exceeded £250,000,000, an increase of £30,000,000 over 1918. Altogether 5,332,760 returns were filed. An analysis shows that New York State paid 31½ per cent. of the total tax collected in the United States, and Pennsylvania, which comes next, contributed little more than 10 per cent. of the Total. The average individual's income in New York, calculated on the total basis of the returns, was over £1,000, and the average tax £120. Sixty-five Americans confessed to incomes over £200,000 per annum.

WORLD THEATRE

PHONE 1337

Hongkong's Most Modern Picture Palace.

(Entirely under British Management)

TO-NIGHT 9.15 p.m. TO-NIGHT

By Arrangement With Broadwest Films

A De Luxe Sporting Drama of the Season

Starring

STEWART ROME and GREGORY SCOTT

in

"A GENTLEMAN BIDER"

MATINEE PROGRAMMES:—

5.15 p.m.

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2.30 & 7.15 p.m.

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733]

PRESENT-DAY PROBLEMS.

CHRISTIAN PIONEERS NEEDED.

ADDRESS BY DR. H. T. HODGKIN.

Dr. H. T. Hodgkin, secretary of the Friend's Foreign Missionary Association, who is lecturing to Chinese students on modern problems, gave the second of a series of addresses to the European community in Hongkong, last evening. A large audience assembled in the Theatre Royal under the chairmanship of the Colonial Secretary (the Hon. Mr. Claud Severn).

Dr. HODGKIN'S subject was "The Way of Hope." He reminded the audience that the first lecture concluded with the thought of the Christian ideal for human society and the question, Was that ideal a hopeless one or one to cherish as a practicable realisable one? When Jesus Christ spoke of the Kingdom of God He had not in mind a Kingdom in the sense of a State, as we understood it to-day, but of a relationship of the human race with God in the sense of a family so that human beings were brothers and sisters. Only in this light could Christ's teaching in the Sermon on the Mount be understood. A member of a family who went astray could be allowed by the rest of the family to overstep the mark a long way and the result would be that in the erring one's own heart would spring up a desire to get reconciled. In other words, Christ was prepared to take tremendous risks in regard to law and order,—risks which the State, in the present stage of development, could not take.

POLITICAL METHODS.

Political methods were bound up with compromise and expediency; they must rest, to some extent, upon coercion for the maintenance of law and order. "To reach the ideal for human society," said Dr. Hodgkin, "we need creative rather than coercive methods. Coercion will not create. How, are we to enlist the creative faculties of men to draw them into a great corporate effort towards making a much better world? That is the problem the Christian Church is called upon, especially, to face. It has a sphere different from that of the politician and of the State. We have to try and define that sphere."

The Sermon on the Mount (he continued) was not to be an ultimate ideal but rather was a carefully thought-out statement on the method by which the ideal could be reached. It was a method demanding heroism; it was far from easy, but it was calculated to secure the desired end. The Way of Hope, for the individual, involved risks—risks of being misunderstood, misled, imposed upon, cheated and even, perhaps, of suffering very seriously. To "turn the other cheek" to the smiter, when one realised all that lay behind the injunction, involved very real heroism on the part of the one who sought to obey the command.

Men and women who were possessed of that ideal should get together for creative purposes; such groups could undertake experiments which could not be made by the State. The Early Church felt it had a function in this respect and tried to work out some different relation to property, something which would less divide people. It was because, for three centuries, the Church engaged in creative tasks that she made such a mark. When, later, the power of the State was used to further the interests of the Church, and the Church ceased from its extraordinarily fruitful social activities, the Church failed to make itself as effective as it might have been towards the creation of a new social order.

EXPERIMENTS IN SOCIAL PROGRESS.

Dr. Hodgkin made an appeal for experiments in social progress. He instanced the endeavour of the Quakers, in Pennsylvania, to live amongst the Red Indians without recourse to arms for their protection. He also described the experiment, initiated by one man, which led to the formation of a Building Parliament, and ultimately to the institution of Whitley Councils and, more recently, to Building Guilds. That experiment, he said, was a bold attempt to appeal to the very best in men, to bring them together in support of a great ideal of common service for the national good, to work out what the Christian order of society might be in relation to a particular industrial problem. There was born, in a little office in London, where ten or twelve people prayed and thought, a real solution of a great industrial problem.

Another experiment mentioned by the lecturer was made at Pemba, on the East Coast of Africa, which Britain received from Germany as part of the price of Heligoland. The clove industry had been conducted, heretofore, by slave labour; there were people who thought that should not continue under British rule. They studied the problem on the spot and although it was said that slave labour could not be dispensed with, they took the risk and tried a practical experiment in preference to returning home to conduct a public agitation. They ran an estate themselves—some of them died from the effects of the climate—and the ultimate result was that better cloves else. The experiment was of great help to the authorities when, ultimately, slavery was proposed to be abolished.

"Here is the opportunity of the Church," said Dr. Hodgkin, "to make its contribution to social reform. I believe the Church ought to be a body of social pioneers, ready to take risks, ready to make experiments which may often fail, ready, often, to go far ahead of the common thought of the time in taking these risks. The development of mankind has largely depended, throughout history, on the fact that there have been men and women prepared to take such risks, to go right beyond what was thought possible by the general community. Every one is endowed with a creative faculty; we want to harness it to the things that really matter instead of having it devoted to making articles of adornment or things of merely temporary worth. Everyone has the spirit of adventure: it finds expression, often, in gambling; it answers to a feeling that they want to do something, to take a risk; they love to get out into a great adventure. How are we to harness the great spirit of adventure to the great constructive tasks with which Society is faced? I think the way is along the lines that I have indicated.

"I would like to see, in this Colony of Hongkong, not one but perhaps many groups who are doing this kind of creative work relative to particular problems. In fact, might we not see the Colony itself stand out as a creative work helping to build up a new world in the adjacent land of China? What is needed, if a new world is to be created, is not simply to go on tinkering with the old world—that is why I use the phrase "Christian Revolution"—we want something of what has already happened here in the physical sense, the creation of little islands in the great ocean which, as they extend, will mean the creation of a new continent, in accord with the mind and spirit of Jesus, and with the divine ideal of human society.

"We want to help men and women to visualize what a better world means. Men say, 'How are we to change the system of competition, of capitalism, or the lack of system that exists?' It will be by experiments and by taking risks, and I think the Church is peculiarly the ground in which such experiments should be born and in which such groups as I have described should naturally spring up. There are many difficulties to be faced and so many wrongs to be redressed; let us begin to do and to dare and show that spirit of adventure and creativeness which the world needs to-day."—(loud applause).

—SOME COMPENDIOUS QUESTIONS.

After the address, questions were invited. Dr. HODGKIN said that an inquiry had already been sent up, in writing. It was, "What is your conception of God and heaven?" The audience seemed relieved on hearing that the lecturer did not propose to deal with that somewhat overwhelming inquiry, forthwith. He indicated that he would have something to say about it on Sunday night.

The first question from the auditorium was, "What is your conception of Justice? How could the inequitable distribution of wealth, for instance, be remedied except by political methods?"

Dr. HODGKIN said his view was that statesmen, and political methods, needed outside assistance, along creative lines, by persons who wished to bring about a Christian Revolution.

A Chinese gentleman asked, What was the lecturer's conception of the spiritual and material values of life?

Dr. HODGKIN referred the questioner to his first lecture and added that the material things of life were meant for the one end of strengthening and bringing out the spiritual in man. Spiritual values should increasingly take precedence over the material.

The first questioner, returning to the charge, said it was all very well when a man took one's coat to give him one's cloak also, but how if he wanted all the coats and everything else one possessed!—(laughter.) Was the State to let that go on?

Dr. HODGKIN said his point had been the difference between State action and the action of a person trying to act on Christian principles. The State (he said in effect) already tried to punish such conduct as described; the individual could resort to the method of heaping coals of fire—a method which might be more effective in the long run in bringing about a change of heart in the aggressor.

From the upper circle came a request for "a definition of the unit of personal worth, just as the dollar or the sovereign was the unit of material worth."

The LECTURER did not think personal worth could be measured in terms of any scale.

Someone suggested "He who serves best his fellow men is worth the most and he who serves him least is worth the least," and the LECTURER said he had no quarrel with that effort at definition though he did not know if it would satisfy the questioner's inquiry.

The CHAIRMAN, in expressing the thanks of the audience to Dr. Hodgkin for his very inspiring address, said the lecturer had developed the subject in a wonderfully lucid way; he had illustrated his points clearly and forcibly, and must have carried conviction to everyone present. The Chairman remarked that the notice, "Safety first," seen everywhere in London, though intended mainly to discourage people from "reckless acts in connection with public conveyances," seemed to him symbolic of our attitude as a nation—a disinclination to take risks. Dr. Hodgkin would have them face the risks without which no great ideal could be attained.

Dr. HODGKIN said he greatly appreciated the close attention and the thanks of the audience. His best recompense would be to hear that, in Hongkong, some effort in the direction he had indicated was being made.

SPORT.

CRICKET.

H.K.C.C. v. H.K. GARRISON.

The following have been selected to play for the Hongkong C.C. in this match on Monday next, commencing at 10 o'clock sharp:—H. R. B. Hancock (capt.), T. E. Pearce, G. R. Sayer, E. W. Hamilton, F. J. de Rome, E. J. R. Mitchell, R. E. A. Webster, Lieut. J. B. Franks, R.N., F. H. Farthing, L. J. Davies and E. G. Lammert.

WAITING FOR A TRAM CAR.

HOW TRAFFIC IS IMPEDED.

HEAD OF POLICE DEPARTMENT AND EUROPEAN LADY.

You may not be able, by anything you can do, to solve the Irish Problem or the Pacific Problem, or any of the other questions that are puzzling statesmen to-day, but at least you can do something, by personal action, to solve Hongkong's traffic problem which, as the public speaker would say, was never more urgent than it is at the present moment. We refer to the operations being carried on, and the encroachments being made upon our limited road space, just now, by the Electric Light Company.

What can the public spirited citizen do in the present emergency? The answer is simple. He—she is included—can read, and not only read but "mark, learn and inwardly digest," and act upon, this notice on the tramway standards:—

PERSONS WAITING FOR TRAM-CARS ARE REQUESTED NOT TO OBSTRUCT THE ROADWAY.

These words must have been read, subconsciously, probably without much attention, hundreds of times by everybody who can read either English or Chinese, but it must be confessed that they are seldom acted upon.

The Captain Superintendent of Police, who attended before Mr. Lindsell, at the Magistracy, yesterday, specially to conduct a prosecution in connection with the breach of this notice, gave a representative of the *Daily Press* to understand that Europeans are quite as bad offenders as anybody in this respect, and we rather inferred that Mr. Wolfe had found women the worst delinquents of all.

This was a little incident that Mr. Wolfe related to us: It was at the corner of Ice House Street, outside the King Edward Hotel. A little crowd was waiting in the roadway for a tram. Mr. Wolfe noticed this and, addressing the world at large, said, in his resonant tones, that he could not understand why people did not observe the notices, but would persist in impeding the free passage of the highway. They would not think of doing so at Home.

On this, most of the people fell back to the sidewalk, doubtless recognising that the voice of authority had spoken and had uttered that which was reasonable. But a Chinese gentleman and a European lady remained. The Chinese inquired further of Mr. Wolfe concerning the things which he had spoken and, on having his attention called to the Chinese version of the notice, he also went to the sidewalk. The lady remained. The tram came and went; the lady was still in the roadway; it was not the car she wanted, apparently. A ricksha could not pass her as she was in the centre of the available space between the kerb and the departing tram; a motor-car was then stopped by the ricksha and endless traffic complications appeared likely to ensue.

Mr. Wolfe, who had continued on his way, came back and told the lady that he had not wished to speak to her personally, but he thought she might have taken notice of what he had already said to the others.

"Oh," replied the lady, "I did not think it applied to Me!"

"That is the trouble," Mr. Wolfe remarked to our representative. "Europeans do not seem to think traffic regulations apply to them, and they resent being spoken to by Indian or Chinese policemen. If European police officers are detailed for traffic duty they receive treatment which is very little more polite. The police are not regulating these matters specially for the advantage of motor cars; ricksha traffic is equally impeded."

But we are keeping the Court waiting with this preliminary discussion.

Kwok Kam Lin, an English-speaking Chinese, was summoned for refusing to move on when directed to do so by a police constable in uniform.

The defendant said he stepped back one pace.

An Indian police sergeant said he saw a number of people waiting for a tram at the Hongkong Hotel corner. He spoke to them in English and they all went to the sidewalk except the defendant. Thinking he only understood Chinese, the witness said in Chinese "Sir, step to one side." Defendant said (in English). "What?" so witness then said, in English, "Please step back."

"Why, why, why?" asked the defendant, three times.

The witness pointed to the notice, whereupon the defendant said it did not refer to "gentlemen" and that he had no luggage to obstruct the highway. The defendant added: "I am the Crown Solicitor's clerk and I know the regulations better than you do."

The Magistrate: Did he say "Crown Solicitor"?

Witness: He said, "I am a clerk of the Government Solicitor's." He also said "You are only a three-stripe policeman. I am a gentleman and a solicitor's clerk."

The upshot was that the defendant *definitely refused to go to the sidewalk*, so the sergeant arrested him and took him to the police station where it was arranged to proceed by summons.

The Magistrate told the defendant that when he was told go to the sidewalk by a constable regulating traffic he had got to do it. On his own admission he did not do so.

A fine of $5 was imposed.

Mr. Zenjiro Yasuda, a well-known millionaire banker, of Tokyo, was fatally stabbed at his villa at Oiso, a seaside resort 40 miles from Tokio. The assassin, a lawyer named Kasama, has committed suicide.

QUEEN'S COLLEGE AQUATIC SPORTS.

SUCCESSFUL MEETING.

The eighth annual aquatic sports of Queen's College were held, yesterday, at the V.R.C. bath, in the presence of a large assembly of scholars, their parents and friends. Mrs. Irving presented the prizes at the close and Mr. Tanner expressed the thanks of the School to her and to the donors of prizes, the V.R.C., and Mr. J. Ralston who had organised the affair.

The following were the results of the contests:—

50 YARDS RACE FOR BOYS 4ft. 10in.—1, Wong Shiu-tong; 2, Lau Tat-shun.

50 YARDS HANDICAP.—1, Ip Pui-ying; 2, Wong Po-lum; 3, Ho Leung-chick.

GRACEFUL SWIMMING.—1, Tong Wing-kwong; 2, Wen Kwong-ting; 3, Lai See-chiu.

INTER-SCHOOL TEAM RACE (Coronation Shield).—1, Queen's College; 2, St. Joseph's College.

50 YARDS BREAST STROKE.—1, Ip Kui-ying; 2, Lai See-chiu; 3, Sit Shiu-hi.

HIGH DIVE.—1, Chan Man-tat; 2, Lai Soo-chiu; 3, Tong Wing-kwong.

50 YARDS HANDICAP.—1, Leung Shiu-man; 2, Chan Kwong-shing; 3, U Tak-lum.

LONG PLUNGE.—1, Lai See-chiu; 2, Chan Man-tat; 3, Ng Chi-man.

DIVING FOR PLATES.—1, Wen Kwong-ting (14); 2, Ernest Spradbery; 2, Chan Man-tat.

100 YARDS (Championship).—1, Leung Shiu-man; 2, Ernest Spradbery; 3, Tong Wing-kwong.

CLASS TEAM RACE (Junior School).—1, Class VA.

CLASS TEAM RACE (Senior School).—1, Class IIA.

OLD BOYS' RACE.—1, D. Laing; 2, U Tak-chit; 3, Arthur Rumjahn.

The championship gold medal donated by the Headmaster was awarded to Lai See-chiu. A duplicate will be made for Chan Man-tat.

The officials were: President, Mr. B. Tanner; Starters, Messrs. J. Ralston and G. E. S. Upsdell; Judges, Messrs. A. H. Crook, W. Kay and E. J. Edwards; Time-keeper, Mr. F. J. de Rome; Clerks, Messrs. Cheung Hok-chau, Pun Shiu-pang, Ng Kam-man and S. A. R. Ismail.

LOCAL WEDDING.

NEWNHAM—HILL.

At St. John's Cathedral, yesterday, Mr. Edward R. Newnham was married to Miss Mabel Hill, eldest daughter of Mr. and Mrs. G. S. Hill, of Leighton Hill Road.

The Rev. J. T. Holman, assisted by the Rev. H. S. Crole-Rees, officiated. The bride, who was given away by her father, wore a dress of white satin ivory georgette with silver trimmings. Her tulle veil was decorated with orange blossoms and she carried a shower bouquet of white roses.

Miss Gwendolyn Hill, sister of the bride, and Miss Zena Bersey were the bridesmaids. They wore shell pink crepe-de-chine with apricot sashes and pink hats and carried baskets of pink roses. Mr. A. B. Allen acted as best man. After the ceremony, a reception took place at the Craigengower Club.

The honeymoon will be spent at Manila. The bride's going away dress was of saxe blue crepe de chine and she wore a saxe blue hat.

EX-ENEMY PRIZE.

MENTIONED IN THE PRIZE COURT.

The s.s. *Rajaburi*, formerly owned by the Norddeutscher Lloyd, which was seized in the harbour on the outbreak of war as an enemy prize, was the subject of a motion heard before the Acting Chief Justice (Mr. H. H. J. Gompertz), sitting in the Prize Court, yesterday.

The Attorney-General (the Hon. Mr. J. H. Kemp, K.C.) applied for the condemnation of the vessel. Mr. Kemp said that notice of motion had been served upon the Company's Solicitors, Messrs. Deacon, Looker, Deacon and Harston, and although ample time had been allowed, they had intimated that they were unable to get instructions in the matter.

From affidavits read out to the Court and cases quoted by the Attorney-General it appeared that, in consequence of a later ruling, the order made by the Chief Justice in 1914 pronouncing the steamer "a good and lawful prize" was irregular and the purpose of the motion was to have the matter put in order.

His Honour agreed to the application and made the order asked for.

COMPLIMENT TO THE PUISNE JUDGE.

GOOD WISHES OF THE LEGAL PROFESSION.

Mr. A. H. Crew, on behalf of the solicitors present at the Summary Court yesterday morning, offered the Puisne Judge (Mr. J. R. Wood) the very best wishes of the legal profession on the occasion of his approaching marriage. They regretted that this would be His Honour's last appearance on the Summary Bench.

The Puisne Judge replied: This has taken me by surprise, but I do wish to say that I very much appreciate the compliment that the members of the legal profession have paid me in mentioning the matter. I am glad to think that we have had very friendly relations in this Court.

The Puisne Judge will go on leave after his wedding next week. The Chief Justice (Sir William Rees Davies) is expected by the *Karmala* on October 9th and Mr. Justice Gompertz will then revert to the Puisne Judgeship.

FACTS THAT SHOULD INTEREST YOU!

THERE IS AN OLD SAYING THAT "AN OUNCE OF FACT IS WORTH A TON OF TALK"
CARPETS ARE DOWN IN PRICE, AND WE TAKE THE LIBERTY TO BRING THIS TO YOUR NOTICE.
HERE ARE A FEW CONCRETE EXAMPLES.

SEAMLESS AXMINSTER CARPETS

		TO-DAY	OLD PRICE.
1ST QUAL.	SIZE 5 yds. x 4 yds.	$300	$375
2ND "	" "	250	300
3RD "	" 4½ yds. x 3½ yds.	150	185

SEAMLESS VELVET CARPETS

		TO-DAY	OLD PRICE.
ALL	SIZE 3 yds. x 3 yds.	$ 80	$100
ONE	" 3 yds. x 3½ yds.	120	150
QUALITY	" 3 yds. x 4 yds.	140	175

ANGLO-ORIENT RUGS AND CARPETS

		TO-DAY	OLD PRICE.
ALL	SIZE 3 yds. x 3 yds.	$120	$150
NEW	" 3 yds. x 3½ yds.	140	175
DESIGNS	" 3 yds. x 4 yds.	160	200

ALL OUR CARPET STOCK REDUCED ACCORDINGLY AND IF YOU ARE IN WANT OF A CARPET CALL AND MAKE AN INSPECTION.

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32 PARTS.
16 DOUBLE-SIDED RECORDS WITH ALBUMS
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FOR SPORTS WEAR
we have a good selection of
SWEATERS
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MUFFLERS.
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SOCKS
TWEED HATS
CAPS
DOUBLE TERAIS.
SPORTS COATS.
WHITE and GREY FLANNEL TROUSERS.
WE INVITE INSPECTION.

NEW ADVERTISEMENTS

NOTICE.

WE beg to announce that Mr. J. HASSUM is leaving for Bombay and that MR. A. C. PEEREDINA will manage the business of the Firm as from the 8th instant.

CURRIMBHOY & CO., LTD.

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FIRE & MARINE INSURANCE ASSOCIATIONS OF HONGKONG.

NOTICE.

BANK HOLIDAY.

NOTICE IS HEREBY GIVEN that all FIRE & MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, OCTOBER 10TH, 1921.

By Order,
LOWE, BINGHAM & MATTHEWS,
Secretaries,

Hongkong, October 7th, 1921. [1568

ST. JOSEPH'S COLLEGE FOOTBALL CLUB.

A MEETING will be held on TUESDAY, 11th, October at 5.30 P.M. in the College. All past Pupils interested are requested to attend.

R. M. OMAR,
Hon. Secretary.

[1569

INTERPORT POLO.

THE above Match will commence at 4.30 P.M sharp on MONDAY, 10th inst., at Causeway Bay. The Wiltshire Band will be in attendance. The Public are cordially invited to attend.

[1570

"THE SALVAGING OF CIVILIZATION."

THEATRE.

SUNDAY, OCTOBER 9th, 1921.
AT 9.15 P.M.

Speaker.—DR. H. T. HODGKIN.

Chairman:—
H. E. THE GOVERNOR

[1571

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER of the HONGKONG HOTEL COMPANY, LIMITED,
and
IN THE MATTER of the Hongkong Companies Ordinances 1911-1921.

NOTICE IS HEREBY GIVEN that a Petition was on the 24th day of September, 1921, presented to the Supreme Court of Hongkong by the above-named Company to confirm an alteration of the said Company's objects proposed to be effected by a Special Resolution of the said Company unanimously passed at an Extraordinary General Meeting of the said Company held on the 27th day of July 1921, and subsequently unanimously confirmed at an Extraordinary General Meeting of the said Company held on the 13th day of August, 1921, and which Resolution runs as follows:—

"That the provisions of the Company's "Memorandum of Association with respect "to its objects be altered so as to read as "shown in the print signed for the purpose "of identification by the Chairman of this "meeting."

AND NOTICE IS FURTHER GIVEN that the said Petition is directed to be heard before His Honour the Chief Justice on WEDNESDAY, the 26th day of October, 1921, at 10.30 o'clock in the forenoon, and any person interested in the said Company whether as Creditor or otherwise desirous to oppose the making of an Order for the confirmation of the said alteration under the above Ordinances should appear at the time of hearing by himself or his Counsel for the purpose, and a copy of the said Petition will be furnished to any such person requiring the same by the undersigned, the said Company's Solicitors, on payment of the regulated charge for the same.

Dated the 5th day of October, 1921.

DEACON, LOOKER, DEACON & HARSTON,
1, Des Voeux Road Central, Hongkong,
Solicitors for the said Company.

(1572

S.S. "ANDRE LEBON"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees *before NOON TO-DAY* requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 13th Oct., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th October, 1921, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on THURSDAY, 13th inst., at 10 A.M.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.

Hongkong, 7th October, 1921. [1573

INTIMATIONS

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, the 10TH instant.

Hongkong, 5th, October, 1921. [1550

IMPORTS AND EXPORTS OFFICE.

GENERAL HOLIDAY.

THIS OFFICE will be OPEN for all purposes from 8 A.M. to 12 NOON on MONDAY, the 10TH, OCTOBER, 1921. Licensed Warehouses will be entirely Closed on that day.

N. L. SMITH,
Superintendent, Imports and Exports.

Hongkong, 5th, October, 1921. [1551

NOTICE OF REMOVAL.

WE have This Day REMOVED to 2ND FLOOR of BANK OF CHINA BUILDING, 4, Queen's Road Central. Entrance: Duddell Street.

PITTENDRIGH, RUMJAHN & Co., LTD.

Dated October 1st, 1921. 1527

NOTICE OF REMOVAL.

WE have REMOVED our Offices to 4TH FLOOR BANK OF CHINA Building, No. 4 Queen's Road Central.

WRIGHT & HORNBY.

Hongkong, October 1st, 1921. [1528

REMOVAL NOTICE.

WE have This Day REMOVED to the First Floor on the top of the Bank of China, No. 4. QUEEN'S ROAD CENTRAL, entrance in Duddell Street.

RAMSEY & CO.

Hongkong, October 1st 1921. 1521

NOTICE OF REMOVAL.

I have This Day REMOVED my Office to BANK OF CHINA BUILDING, 1st floor. Entrance from Duddell Street.

P M. N. da SILVA.

[1552

SOCIETY OF ST. GEORGE, HONGKONG.

IN response to suggestions made at the last Annual Meeting of the Society, the General Committee have decided to organise a SMOKING CONCERT on ARMISTICE NIGHT to be held in the CITY HALL at 9.15 P.M. in the same manner as last year.

Circulars on the subject will be sent to all Members of the Society in due course.

A. H. K. COBB,
Hon. Secretary.

Hongkong, September 30th, 1921. [1535

HONGKONG JOCKEY CLUB.

THE FOURTH GYMKHANA MEETING Will be held (weather permitting) at the Happy Valley, on SATURDAY OCTOBER 8th., commencing at 3.30 P.M.

The Charge for admission will be $1 for others than Members of HONGKONG JOCKEY CLUB.

Soldiers and Sailors in uniform half price.

The Stewards invite the Ladies of Hongkong to be present.

[1559

REPULSE BAY HOTEL.

BANK HOLIDAY.

MONDAY, 10TH. October.

A TEA and DINNER DANSANT will be held on MONDAY, 10TH, OCTOBER.

[1562

BRITITSH MUNICIPAL COUNCIL, TIENTSIN.

THE Council hereby invites application for the post of KINDERGARTON MISTRESS in the Tientsin Grammar School. The commencing Salary offered is $140 to $160, per mensem, according to the qualifications of the successful applicant. Free furnished quarters will be provided by the Council.

Applications stating age, nationality, qualifications, and experience should be forwarded to the undersigned not later than October 8th, 1921.

By order,
J. R. LYNESS,
Secretary.

1538]

"SAM YIOK" FIRE CRACKERS.

IT IS HEREBY NOTIFIED that our well-known brand of FIRE CRACKERS known as "SAM YIOK" are only obtainable through our authorised Agent:—

Mr. AH CHEONG of CHEONG KING WO, Raw Silk Merchants,
No. 28, Kung Yat Moon, Canton,
and
Mr. K. YATMING of MING KEE, Matting Manufactory,
No. 3, Ngau Chow Street, Honam, Canton.

The public are hereby warned against imitations sold by unauthorised persons.

SAM YIOK FIRE CRACKERS MANUFACTORY.

Tai Leong, September 30th, 1921.

[1517

KOWLOON CRICKET CLUB.

A BAND CONCERT AND DANCE

Will be held in the grounds of the above Club. on

SATURDAY, OCTOBER 8th, 9.15 P.M.

BAND OF WILTS REGT.
by kind permission of Lieut.-Col. WYNDHAM and Officers.

ADMISSION $1.00

By permission of the Government.

[1565

INTIMATIONS

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, 8th day of OCTOBER, 1921, at NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1921.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to 8th October, 1921, both days inclusive.

By Order,
M. MANUK,
Secretary.

Hongkong, September 23rd 1921. 1483

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 11th day of OCTOBER, 1921, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR of One Lot of CROWN LAND at Mount Kellett Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. on Plan	Registry No.	Locality	Boundary Measurements				Contents in Square feet.	Annual Rental.	Upset Price.
			N.	E.	S.	W.		$	$
5	Rural Building Lot No. 197.	Adjoining Rura Building Lot No. 87, Mount Kellett Road.	feet.	feet.	feet.	feet.	about 12,1 7	76	1,704
			As per sale plan.						

[1558

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 11th day of OCTOBER, 1921, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR of four Lots of CROWN LAND at the junction of Queen's Road Central and Pedder Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. on Plan	Registry No.	Locality	Boundary Measurements				Contents in Square feet.	Annual Rental.	Upset Price.
			N.W.	S.E.	N.E.	S.W.		$	$
1	Inland Lot No. 2310, 2317, 2318 and 2319.	Queen's Road Central At junction of Queen's Road Central and Pedder Street.	feet. 213'3"	feet. 211 3"	feet. 42'3"	feet. 64'11"	about 11,306	733	11,470
3		Pedder Street.	43'8"	43'8"	165'7"	165'1"	7,222	468	225,440
2		Pedder Street.	3'5"	43'8"	164'7"	165'7"	7,222	468	225,440
4		Pedder Street.	6'9"	43'8"	165'10"	165'7"	7,483	485	236,400

[1532

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for

Boxes CK, KX, LM, LN, LR LT, LU, LW, MA, MK, MZ, NB, A 50,

FOR SALE.—4 STEWART TERRACE Peak.—Apply to H. E. POLLOCK, Princes Buildings. 97

TO LET.

GODOWN at Yaumati.

For particulars apply to—
THE HONGKONG LAND RECLAMATION CO., LTD.

1146

TO LET.

GODOWN at Sam Shui Po near Cosmopolitan Dock. Large open compound in front suitable for the storage of Metal, Lumber, Ores, etc. Marine Lot; approached either from land or water side.

For particulars apply to—
W. G. HUMPHREYS & CO.

[1324

TO LET.

4 LARGE BRIGHT AIRY OFFICES centrally located.

Apply—
Box No. 1143,
Care of *Daily Press* Office.

[1557

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories Motor Launch "Davspring"

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INTIMATION

REQUISITES FOR SHAVING.

RAZORS.
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Auto
Ever Ready
Rogers

RAZOR STROPS.
Auto
Canvas & Leather.

SHAVING SOAPS.
Colgates
Williams
Solace
Shavallo
Gibbs
Vinolia
Erasmic

SHAVING CREAMS.
Williams
Johnsons
Colgates
Palm Olive

SHAVING BRUSHES.
A very fine assortment from best British makers

A. S. WATSON & CO. LTD.,
(Established 1841)
HONGKONG DISPENSARY

Phone No. 16. 11

HONGKONG OFFICE: 10A, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 8TH, 1921.

REPATRIATED COOLIES AND "STRIKES."

WITHIN the past few years "strikes" among workmen employed in all branches of activity in China have been common enough. This has been notably the case among the Chinese in Hongkong, Shanghai, and Canton. At the moment there is no "strike" of any sort in the Colony, we believe, but only a few days ago it was stated that in Canton there were still upwards of 20,000 workers on strike for higher wages in Canton. They included workers in tea and oil factories, textile workers, shoemakers and painters. We notice that Mr. LO CHANG, the Chinese Consul-General in London, has recently been giving to an interviewer views on the subject of the demand for higher wages in China which rather suggests that the strike is the product of the coolie repatriated from the battlefield of Europe. The Consul-General spoke of "the remarkable and far-reaching effect" which the war has had upon China through the employment of Chinese coolies in France during the campaign. On their return these men, he said, who had come in contact with many excellent usages and applicances of Western life, exercised a civilising and modernising influence; but they also brought with them many ideas which tended to unsettle their compatriots and produce discontent with the prevailing conditions. The Chinese workers are now demanding a higher standard of living, such as exists in Europe, and better wages, and the system of strike has been imported from the West. Previously the only unsettling Western influence was that of the students who had studied abroad, but now we have the repatriated coolies contributing to the unrest.

It is doubtless true that the armies of coolies who have returned from France have brought with them many ideas which have tended to create dissatisfaction with the conditions of life which obtain in their native country. That they should be seeking "a higher standard of living" in China occasions no surprise. The demand for high wages which has been so successfully pressed by Chinese workmen in most of the Treaty ports of China goes back, however, prior to the return of these coolies from France, and has been, and still is, based not on any hankering for a higher standard of living, but on the plea that the cost of living just as they had hitherto been accustomed to live has of late years greatly increased. It is a plea that cannot be successfully contested, and for the great majority of them a higher standard of living will only come if prices decline while wages remain at the new level.

We are not aware that the coolies repatriated from France have had the slightest influence on the labour movement in South China. Those armies of coolies were recruited exclusively from the populations of the Northern provinces as being likely to stand the climate of Europe better than the men from the South. We have seen in the Press of the North nothing to connect the repatriated coolies with any combined movement for the betterment of their condition, but it would not surprise us to learn that something of the kind exists, for numbers of the men apparently have much difficulty in finding employment. A paragraph sent to the papers last week by the Y.M.C.A. in Shanghai says:—"The stream of Chinese labourers returning from France has not yet ceased to flow. On the 19th ult. 2,500 were landed in Pukow, and there are many more to follow. Hundreds of these men find their way to Shanghai and settle here. It is impossible to give the exact number, but there must be more than 3,000 of them in the city. Most of those who find their way to Shanghai eke out a precarious living, working on the docks or on the roads, many even pulling rickshas or pushing wheelbarrows. The Y.M.C.A. has a bureau at No. 6, Hongkong Road, which is doing its best to minister to the wants of these men, sending the sick to hospitals, giving financial assistance where deserving and absolutely necessary to a few, and trying to find employment for the many able-bodied men who come every day." An interpretation that may be put upon the paragraph is that the men may have gone to their native homes, only to find in numbers of cases that in their absence their places have been filled and that they must seek a livelihood elsewhere; or it may be that life in the labour camps of France has so changed their ideas that they revolt against a return to their former mode of existence and conditions of service, and seek whatever opportunities may offer in the larger centres of commercial and industrial activity. It was a foregone conclusion that these armies of men on their return from France where they have worked for several years under conditions of service far superior to anything to which they had been accustomed in China, would give a strong impetus to such labour movements as already existed in China. The Chinese authorities, it seems to us, have lost a great opportunity by failing to retain in organised formation these bodies of workmen who have had during the past five years or more a training and experience by which China might have greatly profited had there been any arrangements made to retain the organisation and to employ the men on the many great public works which need to be undertaken in various parts of China. Disorganised they are certain to sow the seeds of discontent and unrest, and thus powerfully contribute to any movement which, however wisely or unwisely, seeks to promote something in the nature of industrial revolution. Wisely directed they would prove a powerful influence for good in China, but disorganised and left to their own devices they might well prove a source of widespread trouble.

A surtax of 20 per cent. *ad valorem* on tobacco and wine went into effect at Canton on the 5th inst.

Prince Chaofa Yugala of Siam is a passenger by the *Andre Lebon*, bound for Kobe.

Dr. and Mrs. Koch are leaving by the *Kamo Maru* on the 14th inst for a holiday in England.

The *Andre Leboan* on arrival from Europe yesterday had on board a total of 586 passengers.

Among the *Andre Lebon's* passengers were Mr. G. K. Hall Brutton (from Penang) and Mr. and Mrs. Bailey (from Marseilles).

A Chinese carrying 17,388 lottery tickets was fined $1,000 with the alternative of three months' hard labour at the Magistracy, yesterday.

We are asked to call the attention of old boys of St. Joseph's College to the announcement of a meeting of the Football Club on Tuesday next.

"The Salvaging of Civilization" is to be the subject of Dr. Hodgkin's address in the Theatre, to-morrow (Sunday) at 9.15 p.m. H.E. the Governor will preside.

The Interport Polo match between teams representing Hongkong and Shanghai will take place on Monday afternoon at 4.30 at Causeway Bay. The public are invited to attend.

A small fire broke out on Thursday, in some straw stored on the ground floor of No. 6, Lising Street, used as a godown by the Shun Cheung Fat Export firm. The Fire Brigade soon had the outbreak under control and very little damage was done.

General Lu Yun-hsiang of Chekiang is proposing to convene a conference for the discussion of national questions at Shanghai, instead of at Lushan, as proposed by General Wu Pei-fu. The controversy may lead to the giving up of the conference proposal by both sides.

Dr. Dominador Gomez, a well-known resident of Manila, lost his passport, issued by the Philippine Government, while staying in Canton. A warning has been issued to port inspectors and subport collectors in the Philippine Islands to look carefully into the passports of all persons coming from China with a view to identifying the lost passport.

Charged before Mr. R. E. Lindsell, yesterday, with being a stowaway from Manila by the s.s. *Hawkeye State*, a Filipino was sentenced to six weeks' imprisonment with hard labour. Another Filipino stowaway, on the s.s. *Shinyo Maru*, was sent to the House of Detenion. It was stated that the T.K.K. did not wish to charge him, and had undertaken to send him back to Manila.

The monthly water return shows a storage in the reservoirs supplying the City of 2,055 million gallons on October 1st. The consumption for the month of September amounted to 259 million gallons—a slight decrease on the corresponding month last year. The Kowloon Reservoir contained 374 million gallons on October 1st, the consumption last month being nearly 58 million gallons.

The first public park at Canton is to be opened on Monday which is China's National Day. Incidentally we see it stated that the National Day this year, instead of being spoken of as the Double Ten festival, will be known as the Four Ten festival, because the day is the 10th day of October (10th month), 10th year of the Republic, and the 10th day of the ninth moon according to the Chinese calendar.

Mr. Chilien Tsur, Ph.D., recently appointed Chinese Consul General to Canada, is at present in Shanghai, *en route* to his post at Ottawa. Mr. Tsur is a graduate of St. John's University and the University of Edinburgh and has also resided in the United States; consequently he should not have difficulty in quickly adjusting himself to life in Canada. Mr. Tsur will be stationed at Ottawa.

A number of abattoirs will soon be established by the Health Department of the Municipality of Canton, in the city proper, Saikwan and Honam. Not only health officers but veterinary doctors will be stationed at these slaughtering houses to examine the condition of each animal before it is sent to the slaughtering pens. Unscrupulous butchers who sell beef from diseased animals will then have no chance of practising their dangerous tricks on the public, says the *Canton Times*.

It is believed to be 150 years since the hymn "Rock of Ages" was written, and many thousands of pilgrims have made their way, notably last Bank Holiday, to Burrington Coombe in Somerset, where the author, A. M. Toplady, received his inspiration while sheltering from a thunder storm. As announced in our "Church Notes," the Rev. J. Kirk Maconachie proposes to tell the story of this classic hymn at the evening service at Union Church on Sunday. The day will also be marked by the introduction of "The Book of Praise," the lately published and excellent hymn book of the Presbyterian Church of Canada, which has just been selected by Union Church as the most suitable collection available for its worship. The new work has been compiled on a broad and catholic basis, and contains between 800 and 900 pieces.

MR. H. W. LOOKER.

A CANDIDATE FOR PARLIAMENT.

Reuter cables that Mr. H. W. Looker, who for many years practised as a solicitor in Hongkong (of the firm of Messrs. Deacon, Looker, Deacon and Harston), has been adopted as the Unionist Candidate for Central Hull to contest the seat at the next Parliamentary election in opposition to Lt.-Com. Hon. J. M. Kenworthy, R.N., who was elected for the Constituency in 1919 by a majority of 917.

TYPHOON WARNINGS.

The following telegrams have been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

October 6th, 3.30 p.m.
Typhoon in about 125 deg. Long. E. 20 deg. Lat. N., moving N.W.

October 7th, 11.20 a.m.
Cyclone or typhoon in Pacific Ocean about half-way between the Mariana Islands and the Loochoos, moving N.W. or N.N.W.

FRANCO-GERMAN CO-OPERATION

CONDITIONS IN RUSSIA:

KEY TO THE UNEMPLOYMENT PROBLEM.

THE ALLIES' DEBTS TO AMERICA.

PANAMA TOLLS QUESTION.

WAGES IN THE SHIPBUILDING INDUSTRY.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE BRITISH SHIPBUILDING INDUSTRY.

REDUCTION OF WAGES.

LONDON, October 7th.

The court formed under the Industrial Courts Act to consider the war-time increases granted to shipyard workers decided that the increases of from 45 to 35 per cent. be reduced to 10 per cent., owing to the slump in the industry. It is expected that the reductions will revive the demand for new ships.

BRITISH TOOLS FOR RUSSIA.

LONDON, October 7th.

The Soviet Government has placed large contracts for steel tools with Sheffield firms.

RECONSTRUCTION OF DEVASTATED REGIONS.

FRANCE AND GERMANY TO CO-OPERATE.

BERLIN, October 6th.

M. Loucheur and Herr Rathenau have signed a protocol declaring that France and Germany desire to co-operate in the reconstruction of the devastated regions of France. Arrangements are made for the largest possible supplies of machinery, implements, and raw materials. Consignments will be effected on both sides though private organisations. The total value of the supplies up to May 1st, 1925, must not exceed seven milliards of gold marks, with the reservation that supplies must be used only for the purposes of reconstruction.

The execution of the protocol will be supervised by a Commission of three, namely a Frenchman, a German and another chosen by mutual agreement or by the President of Switzerland.

OPPAU EXPLOSION.

FRENCH THANKED FOR ASSISTING THE VICTIMS.

PARIS, October 6th.

At Coblentz, the German Commissioner in the Rhineland has conveyed to the French High Commissioner the hearty thanks of the German and Bavarian Governments for the active assistance rendered by the French officials to the victims of the explosion at Oppau.—*Havas.*

UNIFIED ROAD REGULATIONS

INTERNATIONAL CONFERENCE.

PARIS, October 7th.

Twenty-one States, including France, Britain, Italy, the United States and Japan, attended the International Road Conference opened on the initiative of France with the object of unifying road regulations throughout the world.

FIRE ON A LINER.

SPONTANEOUS COMBUSTION OF COAL.

CAPETOWN, October 7th.

The Court of Inquiry into the fire on the Commonwealth liner *Port Augusta*, cabled on September 25th, found that every endeavour had been made to extinguish the fire. The Court completely exonerated the captain, officers and crew and declared that the fire arose in consequence of the spontaneous combustion of fine clearfield coal shipped at New York.

RUSSIAN FAMINE RELIEF.

VIEWS OF INTERNATIONAL CONFERENCE.

BRUSSELS, October 6th.

The International Russian Famine Relief Conference has met. Eighteen States were represented, including Britain, France, the United States, Germany and China. M. de la Croix, the Belgian ex-Premier, presided.

The Conference discussed Dr. Nansen's and Mr. Hoover's agreements with the Soviet from the standpoints of the efficacy of the guarantees obtained and the best means to employ for the distribution of supplies. Afterwards they discussed the advisability of sending a Committee of Inquiry to Russia.

Various speakers strongly favoured private initiative without waiting for official support, especially for the relief of the children. The opinion was held that a preliminary inquiry was indispensable before any demand could be made to the respective Governments for intervention on a large scale.

SAVING OF RUSSIA THE SOLUTION OF WORLD UNEMPLOYMENT.

Dr. Nansen, interviewed, said the solution of the world problem of unemployment lies in saving Russia from the grip of famine. Everyone must help. The Soviet is sincerely doing everything possible but is incapable of saving its people without foreign aid.

THE SITUATION IN ALBANIA.

COMMISSION OF INVESTIGATION.

GENEVA, October 7th.

The League of Nations Council has approved the appointment of a Commission of three, representing neutral Powers, to proceed to Albania to investigate the situation.

U.S. MINISTER TO NORWAY.

WASHINGTON, October 7th.

Mr. L. A. Swenson has been appointed American Minister to Norway.

RUBBER INDUSTRY.

PRODUCERS' CORPORATION SCHEME DROPPED.

LONDON, October 6th.

The Rubber Growers' Association announces that the scheme to form a Rubber Producers' Corporation is to be dropped. It is stated that a large number of directors and shareholders were ready to support the scheme, but they were outnumbered by other European and native owners.

LATER.

In connection with the abandonment of the Rubber Producers' Corporation scheme it is stated that the support was smaller than expected. Owners of 769,000 acres of planted area provisionally approved of the principles out of a total planted area of 3,320,000 acres. The minimum acreage considered necessary to give effect to the scheme had been fixed at 2,200,000 acres.

KEMALISTS PURSUING GREEKS.

CONSTANTINOPLE, October 6th.

The Kemalists, pursuing the Greeks, aim at encircling Eskicheir.—*Havas.*

EARLIER CABLES.

WASHINGTON CONFERENCE.

PRESIDENT HARDING AND THE SENATE.

WASHINGTON, October 6th.

Reversing the method adopted by President Wilson when he took personal leadership of the American delegation to Paris, President Harding clearly intends to try to carry the Senate along with him either as negotiations at the Washington Conference proceed or when they are about to reach their conclusion. It should be remembered concerning this that without the approval of the Senate nothing very definite can be done by the United States. The President has made known that he intends to ask Congress soon to consider—and, if possible, promptly pass—a measure empowering the Secretary of the Treasury to negotiate the funding of the Allied debts. It cannot frankly be said, however, that there is much cause for confidence that the Senate will recede from its present attitude of recalcitrancy, which is exemplified by the fact that, despite President Harding's request to the Senate to postpone action on the measure exempting American shipping from payment of Panama Canal tolls, a vote on this will be demanded on the 10th inst., and it is even likely that the Senate will pass the measure, though it will probably be held up in the House of Representatives. The present temper of Congress, particularly of the Senate, makes the passage of the Bill regarding the funding of the Allied debts very doubtful.

U.S. AND ALLIED DEBT.

LONDON, October 6th.

An authoritative denial has been issued of a sensational statement declaring that the Government of the United States is pressing Britain for repayment of war debts. It is emphasised that the United States would not desire to prejudice the issues at the Washington Conference by raising such an important and embarrassing subject at present, and it is pointed out that while President Harding is opposed to the question of the war debts being discussed at the Washington Conference, he is heartily in favour of easy payments for the benefit of the debtor nations.

DEBATE IN U.S. SENATE ON PANAMA TOLLS.

WASHINGTON, October 6th.

When the Senate debated Senator Borah's Bill aiming at free tolls for American ships through the Panama Canal, Senator Colt (Republican) advocated arbitration with Britain concerning this. He declared that legislative action would very seriously affect the outcome of the Washington Conference. Senator Calder (Republican) supported the measure on the ground that it was solely applicable to United States' vessels engaged in coastwise, and not foreign, trade; therefore, there was no question of discrimination.

AUSTRALIA'S DELEGATE.

MELBOURNE, October 6th.

In the House of Representatives Mr. Hughes announced that, consequent upon an interchange of cables between Australia and the United States, the Federal Government has appointed Mr. Pearce, Minister of Defence, to represent Australia at the Washington Conference. Mr. Pearce will sit at the same table as the British delegates. The announcement was disapproved by the Labour members, and Mr. Charlton moved that representatives of all parties be despatched to the Conference.

LATER.

Mr. Charlton's amendment was defeated by 44 votes to 14.

INVITATION TO NETHERLANDS DELIVERED.

THE HAGUE, October 6th.

The American Minister has presented to the Foreign Minister President Harding's invitation to the Netherlands to attend the Washington Conference.

U.S. IMMIGRATION RESTRICTION LAW.

BRITAIN NEGOTIATING WITH WASHINGTON.

LONDON, October 6th.

The British Government is taking up with Washington the question of the entry of British subjects into the United States. This is due to the fact that many British and other cases have occurred lately where individuals obtained the necessary visa thither, but found on arrival in New York that, under the recent Immigration Restriction Law, the total monthly number of people permitted entry from the country to which they belong had been already reached. They, therefore, became liable to detention on Ellis Island and were subjected to many hardships. They may, alternatively, be admitted later or be repatriated forthwith.

QUEENSLAND SEEKS LOAN IN U.S.

AFTER FAILURE IN LONDON.

NEW YORK, October 6th.

The first British Overseas Government loan in the United States is now being negotiated by the National City Bank Company, which is offering twelve million dollars' worth of Queensland bonds of a twenty years' currency, the interest being 7 per cent.

In connection with the foregoing, it may be recalled that Queensland endeavoured to arrange the flotation of a loan in London last year, but negotiations broke down in consequence of financial circles requiring guarantees in view of certain legislation passed by Queensland, and these were not forthcoming.

IMPERIAL COMMUNICATIONS

AUSTRALIAN PREMIER'S PROPOSAL.

MELBOURNE, October 6th.

In the House of Representatives, Mr. Hughes, reviewing the work of the Imperial Conference, urged the adoption of an Australasian scheme of wireless communication with England as preferable to the Norman scheme of relays.

He submitted a proposal for an experimental air service for two years, at a cost of a million sterling, by utilising four airships from England, with mooring-masts at Cairo, Karachi, Singapore and Australia. He said that if long-distance air communication proved practicable, it would be unnecessary for Australia to advertise for immigrants.

DEPRECIATION OF THE MARK.

RISE IN COST OF LIVING AND IN DIVIDENDS.

BERLIN, October 6th.

The two-fold effect of the depreciation of the mark—namely, an industrial boom and a rise in the cost of living—continues, and is emphasised in daily announcements of increases in the price of commodities and the declaration of high dividends. The report of the Humboldt Machine Construction Institute, declaring a dividend of 10 per cent. compared with the previous 6 per cent., states that an unprecedented number of orders has been received from abroad, including one of M. 17,000 000, of which 50 per cent. has already been paid. The Offenbach Rubber Works have increased the share capital from M. 8,000,000 to M. 17,000,000.

THE IRISH CONFERENCE.

BRITAIN'S REPRESENTATIVES.

LONDON, October 6th.

The Premier, Lord Birkenhead (Lord Chancellor), Sir Hamar Greenwood (Irish Secretary), Mr. Chamberlain (Leader of the House of Commons), Sir Worthington Evans (War Minister), and Mr. Churchill (Colonial Secretary), will represent the Government at the Irish Conference in London on the 11th inst.

PROFITEERING INVESTIGATION.

LORD MAYOR OF CARDIFF'S DISCLOSURE.

LONDON, October 6th.

The Cardiff Corporation has ordered an investigation into alleged profiteering by retailers. The Lord Mayor said he was buying frozen meat at 4½d. per lb. for the relief of the distressed, while butchers were charging the public eighteen to twenty pence.

CONDITIONS IN RUSSIA.

LITERATURE SOLD AS FUEL.

HELSINGFORS, October 6th.

Large quantities of books confiscated from the bourgeoisie are being sold in the streets of Petrograd as fuel.

THE ANTI-SOVIET RISING AT AZERBAIJAN.

LONDON, October 6th.

The Azerbaijan Information Bureau in London states that the anti-Soviet rising in Azerbaijan is growing. The Bolsheviks have lost a thousand killed and three thousand wounded in the fighting at Karabagh.

Enver Pasha has arrived at Petrovsk, Northern Caucasus, with a view to opening negotiations with the Azerbaijan insurgents on behalf of the Moscow Soviet Government.

INTERNATIONAL LABOUR CONFERENCE.

CHINESE DELEGATE.

GENEVA, October 6th.

The Chinese Minister at Berne, Mr. Wang Yung-pao, has been appointed Chinese delegate to the forthcoming International Labour Conference at Geneva.

PARIS RAILWAY COLLISION.

THE NUMBER OF FATALITIES.

PARIS, October 6th.

Nineteen were killed at Batignolles in the Suburban Railway collision. The hundred injured include two Englishmen.

[A previous message placed the number of deaths at 31, and added that more might be discovered when some of the carriages still in flames had been searched:]

Another collision occurred at Agen Station, two being killed and three injured.

PARIS, October 6th.

Issuing from Paris at a rush hour, a suburban train dashed into the rear of another. The gas tanks exploded and took fire. There were 31 killed and 150 injured. An investigation is proceeding.—*Havas.*

LATER.

The number of victims in the suburban trains accident was not so high as was feared. Actually 17 dead have been counted and about one hundred injured, many of them *not seriously*. One wagon has not yet been searched.—*Havas.*

COMMONWEALTH HIGH COMMISSIONER APPOINTED.

MELBOURNE, October 6th.

Sir Joseph Cook has been appointed Commonwealth High Commissioner in London.

ITALY'S SUGAR PRODUCTION DOUBLED.

PARIS, October 6th.

The *Epoca* states that the production of sugar in Italy in 1921 is nearly double that of 1920; therefore the import of sugar will be almost *nil*, thus saving Italy £3,000,000.

TUNGSTEN IN CHINA.

IMPERIAL INSTITUTE INFORMATION.

The latest Bulletin of the Imperial Institute contains the following information relating to Tungsten in China:—

Tungsten ore deposits were first worked in China in 1914, but on quite a small scale (*Tungsten Ores*, by R. H. Rastall and W. H. Wilcockson, Imp. Inst. Monograph, 1920, p.58), and it was only after the considerable rise in the price of the metal, due to the needs of the war, that any large quantity of ore or concentrate was exported. The first good output was realised in 1917, when 1,200 tons of high-grade concentrate were produced. In 1918 the exports of wolframite concentrate (60 per cent. WO.) amounted to no less than 9,235 long tons, but total production during the year exceeded that figure, large quantities of ore and concentrate having to be left in the mining districts as they could not be sold owing to the cessation of hostilities. The price fell considerably after the war, largely owing to the enormous accumulation of stocks in the United Kingdom, the United States and other countries, and as a consequence tungsten mining in China ceased, as it did in most of the tungsten-producing countries of the world. The Chinese deposits were worked until February, 1919, the exports during the whole of 1919 amounting to about 5,900 long tons of concentrate, of which a large quantity no doubt was actually raised in 1918.

The principal tungsten deposits are found in the southern part of China, and have a very wide distribution. They occur in the southern part of the provinces of Hunan and Kiangsi, and in the northern and eastern parts of the province of Kwangtung, and large areas exist which have not yet been opened up.

From the little that has been written about the tungsten deposits of China, it would appear that the ore, which is wolframite, has five modes of occurrence: (1) in detritus; (2) in alluvial; (3) in ordinary quartz veins; (4) in intrusive quartz veins or dykes; and (5) in stockworks.

(1) The detrital deposits are found round the flanks and foot of a mountain, from 4,000 to 6,000 feet above sea-level, and from 2,000 to 3,000 feet above the surrounding hills. These deposits are due principally to weathering.

(2) The alluvial deposits consist of gravels, sands or pebbles in the beds and banks of streams. The wolframite is sometimes accompanied by cassiterite or magnetite.

(3) The ordinary quartz veins traverse granite and patches of schist or phyllite. They are usually thin, but vary in thickness from a few inches to several feet.

(4) The quartz veins or dykes, sometimes of considerable thickness, are intrusive in granite or metamorphic rocks.

(5) The stockworks consist of a number of small quartz veins in granite, schist or phyllite.

The deposits examined by W. R. Jones ("Tin and Tungsten Deposits: The Economic Significance of their Relative Temperature of Formation," *Bull. Inst. Min. and Met.*, No. 186, March, 1920, p.15) are remarkable as containing only a small quantity of tin (the concentrate may carry from 0.5 to 1 per cent. tin, or none at all), and apparently no tourmaline.

THE KOWLOON DEPOSITS.

In the Kowloon deposits, near Hongkong, pyrite and arsenopyrite are found in the least weathered parts of the lodes. In the Pingshan and San To Chuk stockwork deposits of Kwangtung, pyrite is only sparingly present in the weathered outcrops.

The quartz veins of the Kuku mines, east of Shiuchow, Kwangtung, are characterised by the presence of bismuth and some flakes of molybdenite. W. R. Jones found the percentage of bismuth higher in lodes outcropping on the flanks of the ridges than in the lodes nearer the top of the mountains. Bismuth is also found in the Gong-Hong stockworks, Kwangtung, in which white mica is particularly abundant, and pyrite and a little arsenopyrite also occur.

In the Tin Nam deposits, in the southern part of Kiangsi, wolframite, with abundant white mica and pyrite, is present in a series of quartz veins intrusive in metamorphosed sedimentaries, chiefly phyllites, and in the Yukongshien deposits of Hunan wolframite also appears in very wide quartz veins intrusive in granite, schists and quartzites. Arsenopyrite is very abundant in some of these veins.

THE NEW TERRITORY DEPOSITS.

In that portion on the mainland of the British Colony of Hongkong known as the "New Territory" (held under the treaty of 1860), six outcrops of tungsten-bearing ore were known by the end of 1917, three of which had been developed, and had yielded ore containing 18 per cent. of tungsten. The veins are described as being from 10 to 18 inches in thickness. According to the U.S. Consul-General, George E. Anderson, "it is altogether within the range of possibility that the deposits are among the most important in the world." At that time the deposits were being exploited by an Anglo-American syndicate under licence from the Hongkong Government (*U.S. Comm. Repts.*, No. 42, 1918, p. 663).

The wolfram deposits in Chinese territory are usually worked by farmers. A few of the mines are owned by companies, the ore being extracted on a tribute system. Rakes, toms and pans are used for washing the alluvial ores, whilst, in the case of vein mines, hand hammers, drills and sometimes black powder are used. The concentrate is prepared by the hand-picking of large pieces, and the hand-sluicing of small pieces. The concentrate is somewhat impure, and often has to be reconcentrated in plants owned by native or foreign companies. The Yui Hwa Mineral Supply Co. has dressing plant, consisting of shaking screens, jigs, rocking tables and round revolving tables, by which it can produce concentrate of from 67 to 72 per cent. of tungstic oxide (WO3), with about 5 per

(Continued at foot of next column.)

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "CHINA MAIL."]

TELEPHONE STRIKE AT SHANGHAI.

POMMONERS AS EMERGENCY OPERATORS.

SHANGHAI, October 6th.

All the telephone operators employed by the Shanghai Telephone Company went on strike on Wednesday night, following peremptory dismissal of one of their number. The foreign members of the staff acted as emergency operators and managed to keep the system partly open.

Yesterday matters were adjusted and the system is now again normal.

THE "HONG MOH" DISASTER.

Mr. E. P. Smith, who was Chief Officer of the ill-fated steamer *Hong Moh*, writing to a Singapore contemporary regarding the medals awarded by Lloyds to the Naval Officers for saving life from the wreck of the *Hong Moh* says:—"Such conduct deserves recognition; especially that of Capt. Evans for it is not generally known how much he did personally. But I was more than surprised that the services of Captain Turnbull of the steamer *Shansi* were ignored absolutely, and think it a shame that the big brother should be patted on the back and the little and hard-working are kept in the background. The steamer *Shansi* stood by the wreck for thirty hours and saved over forty lives, launched a lifeboat at great risk (she only had six sailors), made attempts to drop boats alongside, and only went away for assistance when her captain was sure it was the best thing to do. The *Foxglove* arrived the night after he left, and the *Carlisle* the next morning, after having received wireless messages."

CHINA AND JAPAN.

A Peking despatch circulated by a Chinese News Agency says: The draft reply of the Chinese Government to Japan concerning the retrocession of Shantung to China has been submitted to the President and the Premier for perusal, and it will be informally delivered to the Japanese Legation after Cabinet approval. Although China's reply practically amounts to a refusal of direct negotiation with Japan, nevertheless, by asking for a clearer elucidation of Japan's nine points, there is no doubt the authorities intend to play for time with a view to bringing the issue to the discussion of the Powers at the coming Washington Conference without creating an impression that China has ignored Japan's terms.

EPOCH-MAKING EVENT IN CHINESE EDUCATIONAL HISTORY.

Both the Government University and the High Normal College in Peking are enlisting girl students. This is an epoch-making event in the Chinese educational history, and the movement, a Chinese news agency says, is strongly condemned by scholars and others of the old Chinese school type as detrimental to the morale of the young generation. This co-education is only an experiment and it has not been sanctioned by the Ministry of Education. The leaders of the co-education movement are mostly foreign-educated students and officials who are regarded as advanced thinkers of the present day; but among Chinese Government authorities, says the News Agency, they are generally condemned as "men of dangerous thoughts."

cent. of manganese, and only a small amount of impurities, such as copper and tin (*U.S. Comm. Repts.*, No. 229, 1919, p.1637).

C. Y. Wang ("Wolfram Mining in China," *Eng. and Min. Journ.*, January 3rd, 1920, p.6), gives six representative analyses of wolframite concentrate from Kwangtung, Hunan and Kiangsi. The analyses show from 62.6 to 70.2 per cent. of tungstic oxide (WO3). No tin was found in two samples, and in two others it amounted respectively to 0.18 and 0.34 per cent. The amount of ferrous oxide (FeO) present varied from 10.1 to 15.5 per cent., and that of manganous oxide (MnO), from 8.4 to 11.1 per cent.

C. E. Kline estimates the cost of placing a short ton (2,000 lb) of wolframite concentrate on the market at 460 customs taels, or £145 13s. (at the average rate of exchange in 1919, viz. 6s. 4d. per tael). The war time prices ranged from about £253 to £316, and that from November, 1918, to January, 1919, averaged about £158 per ton. The price in London in February, 1921, was 15s. per unit, or £45 per ton of concentrate containing 60 per cent. tungstic oxide (WO3). It is obvious, therefore, that if the above estimate be correct, no wolframite can be mined in China at a profit to-day. In Chinese territory the industry is heavily taxed (in customs dues, licence fees and local taxes), the taxes amounting to 22 per cent. of the actual cost. Even if no allowance is made for this, the cost will still be more than double the present market value of the concentrate. If China is now shipping concentrate it must be from stocks, which are being put on the market at a considerable loss.

In 1918 it was intended to establish a plant at Hankow for making ferro-tungsten, and there is said to be a small smelting plant at Dalny which is still in an experimental stage.

There is no doubt that wolframite has a very wide distribution in South China—rough estimates of the ore in sight range as high as 100,000 tons—so that China again becomes a severe competitor in the production of tungsten ore.

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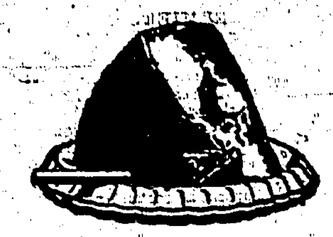

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MARRIAGES OF AFFINITY.

A MEDICAL VIEW.

It may not be generally known that certain marriages of affinity involve problems of physiological and medical importance bearing on heredity and the possible transmission of disease from one generation to another. There are students of this matter, who are firmly convinced that, for example, the marriage of a man with his deceased brother's wife differs essentially in its physiological consequences from that with a deceased wife's sister; they hold that this difference is especially remarkable where a woman has borne children to her first husband and then in her widowhood marries his brother. It is a contention that undoubtedly is supported in theory if not in practice by many facts well known to medical men; if it can be proved true there is no doubt that public opinion as to the desirability of marriages of this kind may be radically influenced.

The questions that arise relate to the effect of marital relations on the physiology of the wife, and to the question whether her maternal function is permanently influenced by the fact that she has borne children! So far most of the investigators interested in this problem have concerned themselves with the latter point. Certainly it is not difficult to see how a great change in the woman such as they emphasise may come about, for during the long period before the child is born there is probably a persistent exchange of material between the blood and tissues of the mother and those of the developing embryo. Even if these exchanges are slow in extent and small in quantity it is clear that a great deal can be effected within the space of nine months, and we know that in the case of certain vital principles—including the hormones and endocrines such as thyroid—a very minute quantity is sufficient to produce great effects on the whole system.

If a woman who has borne children has, indeed, her reproductive function permanently influenced in this way it is quite clear that she cannot present a second husband with children that are entirely the product of his own influences; her second family will in some way or another bear the stamp of her first husband. To put the matter briefly, if this contention is correct the white widow of a negro whose children she has brought into the world will find that the children she bears to a white man may have definite negroid characteristics.

Amongst exponents of this interesting hypothesis must be mentioned Dr. Daniel Biddle, a surgeon who has for many years been interested in these problems, and has discussed them in a pamphlet on the "Physiological Aspect of Certain Marriages of Affinity." One of the examples which this writer has brought forward is probably well known to breeders of stock, as it is frequently referred to in writings on heredity and allied subjects. It is an instance in which an Arab mare crossed by a quagga produced a hybrid marked like a zebra; subsequently the same Arab mare crossed by an Arab horse brought into the world foals which exhibited zebra-like stripes.

It appears that many dog fanciers and others interested in breeding experiments take such an influence for granted; and it would be interesting to have recent observations in this connection collated and investigated in the light of recent research. As regards marriages of affinity the problem is one of wide interest, for although it does not follow that the influence of the first husband is always such as to make it objectionable for his brother to marry his widow, it is clear that there must be many occasions in which through disease such a marriage may be undesirable from its possible consequences to the next generation. Where there is a definite family taint or malady on the paternal side it would appear that the chances of its being transmitted to the children must, according to the theory in question, be doubled where the father has married his brother's widow, she already having borne children to her first husband.—*Daily Telegraph.*

WIFE TAKEN ON APPROVAL.

HUSBAND RETURNS HER TO HER MOTHER.

My daughter was married six weeks ago, and seemed quite happy with her husband, but yesterday her husband brought her to me and said that I could have her back again.

This statement was made at Tottenham Police Court, on August 30th, by a woman who asked what she could do on behalf of her daughter.

"Her husband said, 'She is not satisfactory, so I am returning her to the person from whom I obtained her,'" added the woman.

"I said, 'But you cannot do that,' and he replied:

'Oh, yes, I can. We were married at a registrar's office, and I understood that I was taking her on approbation for six weeks.'"

The Magistrate: Did you believe him?

The woman: Well, it struck me as being unusual.

The Magistrate promised that further inquiries should be made.

SUPERLATIVITY.

Mr. Hudson Maxim declares that it was he and not Professor Einstein, who first advanced the fundamentals of relativity. He says that his discoveries were published in the *Scientific American* in 1889, when Professor Einstein was ten years old.

Mr. Hudson Maxim is a younger brother of the late Sir Hiram Maxim, the inventor of the Maxim gun. Mr. Maxim is the author of many inventions in connection with explosives. One of his explosives while undergoing a test blew off his arm.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *Hongkong Daily Press*, are charged for at the rate of $1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

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Hongkong Daily Press.

NEW WORD WANTED.

In these days of labour-saving devices it is surprising that no one has invited one tiny modification in the English language which would save millions of people writing millions of words in the course of a year. What is wanted is a new pronoun meaning equally "he" or "she."

"Consider the amount of unnecessary writing obligatory on my profession," remarked a young surgeon to a *Daily Mail* reporter. "I have to give explicit directions, so I write, 'The patient must apply the liniment whenever he (or she) feels the pain, but at the same time it is necessary to caution him (or her) that, etc. If one sent out such a direction without the 'she' or 'she,' a woman patient might think that the liniment was intended only for men."

When the Parliamentary draughtsman draws up a Bill he uses the pronouns "he" and "him" to mean, where necessary, "she" and "her." In Acts of Parliament, therefore, women find themselves referred to under the masculine pronoun.

If a philologist would oblige with a pronoun which would mean both "he" and "she," the Parliamentary draughtsman would doubtlessly adopt it. Certainly everyone else would be grateful to him or her for his or her invention.—*Ex.*

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KATORI MARU (calling Manila)	Saturday,	3rd Dec., at 11 a.m.
KASHIMA MARU	Wednesday,	28th Dec., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, Penang Colombo, Suez and Port Said

KA O MARU	Friday,	14th Oct., at 11 a.m.
IYO MARU	Friday,	28th Oct., at 11 a.m.
ATSUTA MARU	Friday,	11th Oct., at 11 p.m.
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AKITA MARU	Monday,	17th Oct.

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BENTEN MARU	Saturday,	15th Oct.
TOYOMI MARU	Tuesday,	25th Oct.

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KISIN MARU (omitting Shanghai)	Wednesday,	12th Oct.
SHIDZUOKA MARU	Friday,	14th Oct. at 11 a.m.
KAGA MARU	Friday,	28th Oct at 11 a.m.

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FOR HAIPHONG via Holhow & Pakhoi
S.S. "HOZUI MARU" ... on or about 13th Oct.

FOR KEELUNG via Swatow & Amoy
S.S. "TAIKWA MARU" ... on or about 13th Oct.

For further particulars, please apply to—

Branch Office, No. 27, Bonham Strand, West, Tel. No. 155.

M. KOBAYASHI, Agent, Top Floor, King's Building, Tel. No. 140.

OUR LONDON LETTER.

[FROM OUR OWN CORRESPONDENT.]

LONDON, September 1st.

WIRELESS IN CHINA.

At the meeting of shareholders of the Marconi Company this week, Mr. Godfrey Isaacs had a great deal to say about the development of wireless telegraphy overseas. Of special interest to readers on your side was his reference to communication in China. The development of the Marconi system in China is not all plain and straight-forward arrangement. According to Mr. Godfrey Isaacs, the matter has been held up owing to the present state of China's finances, which have prevented an agreement being reached with the Peking Government. Meanwhile, he informed the shareholders, an American concern had stepped in. The Marconi Company lodged a protest, and in this they have been strongly supported by the British Government. Apart from this, the Company are extending the scope of their activities in China.

POLITICIANS ON HOLIDAY.

Parliament being "up," there is no call upon the time of Members for months to come unless they are summoned to deal with the interminable Irish question. Our legislators, therefore, from the Prime Minister to the most obscure private Member of the House of Commons, are scattered towards every point of the compass. Mr. Lloyd George has gone to Scotland, first as the guest of the Duke of Atholl at Blair Castle—what a long and winding road he has travelled since he denounced "the Dukes" in his Limehouse days!—and he is then determined to have a rest in seclusion at Gairloch, at the Highland residence of Sir Kenneth Mackenzie.

The house is 30 miles from the nearest railway station on the Skye line, and 15 miles from the nearest village. There are no telephones, no telegraph, and the only road by which Gairloch is approached is so narrow that two motors could not pass in any part of its ten miles length. Letters have to be carried to and fro on horseback across the mountains, and this is the only means of communication the Premier intends to have with the outside world. "I mean to have a real holiday this year," he told his intimates.

THE CENSUS.

The most notable fact about the Census of 1921 is the reduced rate of increase in the population in England and Wales. In the decade ending 1911 it had increased by 3,543,000; in the last decade the round figures were 1,815,000. The explanation is, of course, to be found in war losses. These are hidden under the official formula—namely, "loss representing balance of outward over inward passenger movement." The number is 1,194,000. It includes the "passengers" who went outward to fight for their country and will never return.

Another feature is the excess of females over males—nearly a couple of millions. It is a pity the balance between the sexes is not more exact; but the remedy proposed—that thousands of women should emigrate to Australia and Canada—is not likely to be adopted. Most women in this country prefer to earn their own living in one or other of the hundreds of occupations, in industry now open to them rather than take a ticket for one of the Colonies on the chance of finding a husband on some lonely farm. The talk of "surplus" women which the Census figures has set loose is rather offensive when it is considered that the vast majority of women now-a-days are independently earning their own living and rendering valuable services to humanity.

WILES OF THE MOTOR THIEVES.

The wiles of motor thieves are clever and varied. They are constantly discovering some new dodge to gain their ends. Lately a gang operated with complete success a trick which was highly ingenious. The *modus operandi* was for one of the rogues to leave a motor-car—usually an old one—with a garage proprietor for overhaul. In about a week or so another of the gang appeared on the scene and demanded the car, asserting with great indignation that the man who had deposited it at the garage was a scoundrel who had stolen it.

Where possession of the car has been denied to No. 2, a writ has been served on the garage proprietor with threats of heavy damages for loss through not being able to let the car on hire, or for business purposes, or because it was kept out of use. The unhappy garage proprietor has had to choose between continuing the fight in the hope that the original depositor of the motor would turn up—which, of course, never happened—or submit to an order of the Court to deliver the vehicle as requested and pay damages and costs, which mount up every day he delays. This is a trap against which garage proprietors are being put on their guard, and many are now afraid to take charge of cars without evidence of ownership.

LETTERS TO SHANGHAI.

The writer of the gossip notes in the *Westminster Gazette* relates a story of correspondence he has had with the Post Office authorities in London over the non-delivery of letters to a friend in Shanghai. The friend has a permanent address at the Astor House Hotel, Shanghai, but letters written to him there have been coming back to London with postmarks and inscriptions in weird and strange tongues showing that they had been making considerable voyages of exploration in the vain search for somebody to accept delivery of them. One such letter, it is said, went out twice and came back twice. In despair the *Westminster* correspondent says he asked the Postmaster-General whether "the ignorance or the misapplied ingenuity of Chinese *employés* in our Far-Eastern Post Offices could be held accountable for the trouble."

One or more officials in London got busy on receipt of the inquiry, and after due investigation an explanation has just been made. The trouble is not in the Shanghai Post Office, "but in the arrangements made for handling letters deposited in the private box which the Astor House Hotel rents there." It is added by the writer that if the Hotel, for reasons unknown, sends letters on to Yokohama and they lie in a sort of

(Continued at foot of next column.)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DUNERA"
Arrived Hongkong, on Oct. 6th, 1921.

FROM BOMBAY, COLOMBO AND STRAITS

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From Persian Gulf ex B. I. S. N. and B. & P.S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.
Agents.
Hongkong, October 6th, 1921. [1566.

P. & O. S. N. CO.

STEAMERS FOR
STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.

THE Steamship "DUNERA," Captain Walker, carrying His Majesty's Mails, will be despatched from this Port on or about TUESDAY, the 18th OCTOBER, 1921, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 P.M., the day before sailing. The contents and value of all packages are required.

For further particulars apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, October 4th, 1921. [1540

MITSUBISHI SHOJI KAISHA, LTD.

(MITSUBISHI TRADING CO., LTD.)

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Sole Proprietor of Coal Mines of
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Branches & Representatives:—NAGASAKI KARATSU, WAKAMATSU, MOJI, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOCK, PEKING, TIENTSIN DAIREN, TSINGTAO, HANKOW, SHANGHAI HONGKONG, CANTON, MANILA, SINGAPORE SOERABAYA, LONDON, PARIS, NEW YORK & SEATTLE.

Cable Address:—IWASKISAL,

Codes:—A1, A.B.C. 5th Ed., Western Union and Bentley's.

Agency for:—The Mitsubishi Marine and Fire Insurance Co.
The Osaka Marine and Fire Insurance Co.

For particulars apply to—
KOMURA, Manager.
14, Pedder Street, Hongkong.

"post restante" at the Canadian Pacific offices he can scarcely hold the Postmaster General responsible.

The correspondence which was carried on with the officials at St. Martin's-le-Grand ends with a mild rebuke of the journalist in the following terms:—"The suggestion that the postal service in the Far East is likely to suffer through the employment of Chinese is misconceived. As a rule, the Chinese who are employed in subordinate capacities at British Postal Agencies in China render faithful service." So that's that!

THE NEW MORNING "DAILY."

I learn that the efforts, referred to in a recent letter, which are being made to launch a new morning daily paper are so far advanced, and there are so many influential people behind the project, that it is highly probable London will have a first-class newspaper on independent Liberal lines before long. The leading personage in this laudable enterprise is Sir Charles Stormer, who controls the *Sheffield Independent*, the *Birmingham Gazette*, and the *Northern Echo* at Darlington.

It is understood that on the London side of the business are the proprietors and editor of the *Westminster Gazette*. This would seem to suggest that if the new paper materialises it will be conducted on more sedate lines than has been the fashion for some years, "scare" headings and raw sensationalism being apparently regarded as the hall-mark of smartness. The machinery and other plant to be used are those of the *Standard*, which have lain idle since that famous old bulwark of Toryism went under some years ago.—H.B.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

BANGKOK	"LEESANG"	Sat.,	8th Oct.,	Noon.
STRAITS & CALCUTTA	"LAISANG"	Tues.,	11th Oct.,	3 P.M.
HAIPHONG via HOIHOW	"TAKSANG"	Tues.,	11th Oct.,	9 A.M.
SHANGHAI & TSINGTAU via SWATOW	"HOPSANG"	Wed.,	12th Oct.,	Noon.
BANGKOK via SWATOW	"MINGSANG"	Wed.,	12th Oct.,	10 A.M.
SANDAKAN	"YANNIS"	Tues.,	18th Oct.,	Noon.
MANILA	"LOONGSANG"	Fri.,	14th Oct.,	3 P.M.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta. Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Holhow when inducement offers.

BORNEO LINE:—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

s.s. "LAISANG" will be despatched on or about Saturday, 8th Oct., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.
GENERAL MANAGERS.

TELEPHONE No 215.

GLEN AND SHIRE
Joint Service of Steamers.

U.K.—STRAITS. CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
S.S. "PEMBROKESHIRE"	20th Oct.
S.S. "GLENIFFER"	22nd Oct
M.V. "GLENGYLE"	10th Nov.
M.V. "GLENOGLE"	20th Nov.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENAPP"	19th Oct.	GENOA, LONDON, ROTTERDAM & HAMBURG.
S.S. "CARNARVONSHIRE"	3rd Nov.	LONDON, ROTTERDAM & HAMBURG.
S.S. "GLENIFFER"	23rd Nov.	GENOA, LONDON, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to:—
Jardine, Matheson & Co., Ltd.
The Glen Line, Ltd., AGENTS.

Telephone No. 215 sub-ex. 23 and 3696. 16

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Kawakisen, Kobe.
Bentley's A.B.C. 5th Ed.
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Telephone: Sannomiya 3844 3933.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000

President: Mr. Y. KAWASAKI.
Vice-President: Mr. K. MATSUKATA.
Managing Director: Mr. MASAYA ABE

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA.
No. 8, Ito-machi, KOBE.

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SHIPPING NEWS

ARRIVALS.

October 6th.

Chongwo, Chinese str., 536 tons, Capt. T. Fletcher, from Pakhoi, with a general cargo.—Hing Lee S.S. Co.

Toksang, British str., 977 tons, Capt. E. Tapsell, from Haiphong and Hoihow, with a general cargo.—J.M. & Co.

October 7th.

Andre Lebon, French str., 7,375 tons, Capt. Cousin, from Marseilles, with passengers and general cargo.—R.M.M.

Duquesne, American str., 4,143 tons, Capt. M. E. Huntley, from Whampoa, in ballast.—Struthers & Dixon.

Kalgan, British str., 1,576 tons, Capt. D. R. Davies, from Bangkok and Swatow, with a general cargo.—B. & S.

Kentucky, British str., 4,673 tons, Capt. Hannychurch, from Shanghai, with a general cargo.—Bank Line.

Laisang, British str., 3,480 tons, Capt. D. S. Skinner, from Kobe, with a general cargo.—J.M. & Co.

Lungshan Maru, Japanese str., 1,503 tons, Capt. T. Kawamura, from Shanghai and Swatow, with a general cargo.—N.Y.K.

Muttoora, British str., 3,038 tons, Capt. A. J. Holland, from Hongay, with coal.—C.P.S.

Mo Hon, Chinese str., 781 tons, Capt. A. Laihovetsky, from Tourane and Hoihow, with a general cargo.—Hin Fat & Co.

Shokiku Maru, Japanese str., 790 tons, Capt. M. Kurashima, from Wakamatsu, with coal.—Suzuki & Co.

Taishun, Chinese str., 1,206 tons, Capt. J. Halkett, from Canton, with a general cargo.—C.M.S.N. Co.

Tenri Maru, Japanese str., 826 tons, Capt. H. Kawahara, from Kirimoto, with coal.—Yaeyama Tanko.

CLEARANCES.

October 7th

Andre Lebon, for Shanghai.
Duquesne, for Manila.
Kentucky, for Manila.
Lungshan Maru, for Canton.
Sourabaya Maru, for Takao.
Yuensang, for Manila.

PASSENGERS.

ARRIVALS.

Per *Andre Lebon*, on October 7th:—From Marseilles. For Hongkong:—Mr. Bantista, Mr. Poulet, Mr. and Mrs. Sagrista, Mr. Oplin, Mr. Wright, Mr. Guison, Mr. Montinola, Mr. and Mrs. Bailey, Mr. and Mrs. Greuter, Mr. and Mrs. Hills, Mr. Inchausti, Mrs. Bivar, Mr. Graber, Mr. Hochner, Mrs. Laight, Mrs. C. A. S. Russ, Mr. Mahunda, Mr. and Mrs. Williams, Mr. Brutton, Mr. Stieffel, Mr. Onderten, Mr. J. Kino, Mr. and Mrs. Dreyfus Barney, Mr. Butt, Mr. Karl Nielsen. For Shanghai: Mr. and Mrs Balish, Mr. and Mrs. Bernis, Mr. and Mrs. Magy, Mrs. Hansen, Mr. de Hesselle, Mr. and Mrs. Abell, Mr. and Mrs. Darre, Mr. W. Coppinger, Mr. H. E. Potter, Mrs. Sarbury, Mr. and Mrs. Eveleigh, Mr. Szole, Mrs. Marges, Mr. and Mrs. Poulling, Mr. Robbe, Mrs. and Miss Ourang, Mr. Clement, Mrs. de Romeuf, Mr. Berruyer, Mrs. Lartigue, Mr. and Mrs. Ancel, Mr. Simon, Mr. and Mrs. Forntenfu, Mrs. and Miss Saussime, Mr. Le Diberder, Mr. Constantin, Mr. Russ, Mr. Kauffeldt, Mr. Le Tuillonx, Soeurs Burn and Audenjn, Mr. Plat, R. P. Conet, R.P. Chevallier, Mr. Cazot, Miss Meyek, Mr. Dumetick, Mr. E. Peter, Mr. and Mrs. Cossart, Mr. Piron, Mr. and Mrs. Chuan, Mr. Dubois, R.P. Pegonne, R.P. Leman, Mr. Reynand, Mr. Ironconal, Mr. and Mrs. Gardarin, Mr. and Mrs. Pellering, Mr. Weingart, Mr. Hoth, Mr. and Mrs. Derksen, Mr. Christensen, Mr. Baum, Mr. Bideaux, Mr. and Mrs. Logerot, Mr. Gaudibert, Mrs. Basel, Mr. V. Militaires, Mr. Caudal, Mr. Pokrassof, Mr. Lamuel, Mrs. Marasso, Mr. and Mrs. Goy, Mr. Kadri. For Yokohama:—Miss Baylon, Mr. and Mrs. Beskof, Lt.-Col. Herrera de la Rosa, R.P. Legeudie, Miss Frison, Mr. and Mrs. O. W. Giles, Mr. and Mrs. Lagaretzki, Mr. and Mrs. Ville. For Kobe: Prince Chaofa Yugala (Siam), and staff (3).

SHIPPING MOVEMENTS.

The s.s. *Pyrrhus*, (Blue Funnel line) left Shanghai on October 6th for London, Amsterdam and Antwerp, *vid* Hongkong. The vessel is due at Hongkong on October 9th, and will sail, as above, on October 11th, at 12 noon.

The s.s. *Silver State* sailed from Shanghai for Hongkong on October 6th, 1 p.m. with 54 1st class passengers, 403 steerage passengers and 1,675 tons general cargo. She is due at Hongkong on October 9th, at daylight and will sail at 4 p.m., October 11th for Manila.

The s.s. *Tydeus* (Blue Funnel line) left Singapore on the 7th instant for Hongkong, and is due here on 12th inst.

VESSELS EXPECTED.

Taiyo Maru (T.K.K.), due October 20th.
Aki Maru (N.Y.K.), due October 13th.
Benten Maru (N.Y.K.), due October 10th.
Bowes Castle (Dodwell-Castle Line), due end of November.
Hyson (Blue Funnel line), due October 10th.
Japan (B.I.), due October 19th.
Kaga Maru (N.Y.K.), due October 27th.
Kamakura Maru (N.Y.K.), due October 10th.
Kamo Maru (N.Y.K.), due October 13th.
Karmala (P. & O.), due October 9th.
Kirin Maru (N.Y.K.), due October 11th.
Montcalm (C.P.S.), due October 20th.
Nyanza (P. & O.), due October 28th.
Peleus (Blue Funnel line), due October 8th.
Persia Maru (T.K.K.), due October 9th.
Rhesus (Blue Funnel line), due October 23rd.
Shidzuoka Maru (N.Y.K.), due October 13th.
Silver State (Admiral Line), due October 9th.
Somali (P. & O.), due November 6th.
St. Albans (E. & A.), due October 24th.
Torilla (B.I.), due October 26th.
Wray Castle (Dodwell-Castle line) due second half of October.

CHURCH SERVICE.

ST. JOHN'S CATHEDRAL, Hongkong, 9th October, 1921, 23th—Sunday after Trinity, Holy Communion (7.30 a.m.) Service, Merbecke; Hymns, 106, 314, 551. Matins (11 a.m.) Responses; Ferial; Venite, Crotch; Psalms, 114 (Tonus Peregrinus), 115 Wickers; Te Deum, Oakeley, Turle and Tallis, (2nd day). Benedictus, Jacobs (No. 14), Anthem; Hymn 310, 2nd half. Hymn, 197. Sevenfold Amen.

Litany (12 Noon.) Evensong (6 p.m.) Responses, Ferial; Psalms, 124 (Garrett) 125, (Troutbeck) 126, Turle. Magnificat, Henley (7th morning); Nunc Dimittis, Poland (92nd morning). Hymns, 265, 172, 31. [114

UNION CHURCH, (Kennedy Road).—Sunday Services, October 9th.

The newly adopted Hymn Book "The Book of Praise" will be introduced.

Morning Service at 11 a.m. Hymns, 140, 32, 725, 158, 439.

Subject of address: The Church's Psalmody.

Evening Service at 6 p.m., Hymns, 13, 521, 522, 416, 682.

Subject of address: The Story of "Rock of Ages," the present year being the 150th Anniversary of this famous hymn.

Preacher at both Services: Rev. J. Kirk Maconachie. [115

FIRST CHURCH of CHRIST SCIENTIST, MacDonnel Road. Sunday, 11.15 a.m. Wednesday, 5.45 p.m. [193

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

ADDRESSES	FROM
Farol	Shanghai
Hat	Tanokuchibizen
Jardine	Hankow
Joyce, Hongkong Hotel	Yokohama
Yanoyutaka, Hongkong Hotel	Moji
Yamamotokiuken ...	Tokio
Yamamoto, Hongkong Hotel	Shimabara
Hisaki Yamamoto, Hongkong Hotel	Peking
Dzefang, Sungtsihing	Chefoo
Gough Street ...	Tientsin
Chuenchu	Shanghai
Hanshikwan, Morrison Hill Road	Shanghai
Chengyuetpor, Great Eastern Hotel	Shanghai
Kishuat	Amoy
Tsikoungtsa, c/o Ewoohuo 51 West Tehfordau	Shanghai

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

ADDRESSES	FROM
Gonzales, Carlton Hotel	Saigon
Mackley, Franz Ferdinand	Bombay
G. W. Satterthwaite, passenger steamship *Loonsang* ...	Manila

WEATHER REPORT.

October 6th at 13.48.—Warning to Hongkong: A typhoon of unknown intensity within 60 miles of Lat. 20 deg. N. and Long. 136 deg E., moving N.W.

October 7th at 10.40.—Warning to Hongkong, Coast Ports, &c.: A typhoon of unknown intensity within 120 miles of Lat. 23 deg. N. and Long. 136 deg. E., moving North.

October 7th, at 10.42.—Pressure has decreased slightly at stations above latitude 24 deg., and increased slightly over the Philippines.

At 8 a.m. this morning the typhoon was about 500 miles S.E. of Naha moving in a northerly direction.

The anticyclone has again weakened slightly.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 96.55 inches, against an average of 77.60 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong to Gap Rock	N.E. winds, moderate; fine.
Formosa Channel	N.E. winds, strong.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 7th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.90	29.96	29.90
Temperature ...	80	72	83
Humidity ...	44	78	58
Wind Direction	WNW	NE	East
" Force ...	1	1	1
Weather	c	b	c
Rain	0.02	0.00	0.00

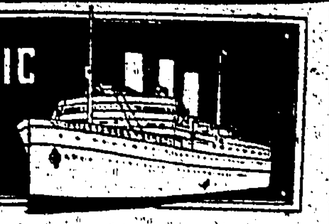
Highest open-air Temperature on 6th ... 83
Lowest open-air Temperature on 7th ... 72

HONGKONG TIDE TABLE.

From 8th to 14th October 1921.

Days of Week	Days of Month	High Water H'kong Standard Time	Height	Low Water H'kong Standard Time	Height
		h. m.	ft. in	h. m	ft. in
Satur.	8	m 0 42	6 7	m 6 48	2 7
		4 23 a	4 7	6 41 a	4 5
Sun.	9	m 1 38	6 3	m 10 18	2 3
		No interior High		nior Low	Water
Mon.	10	m 2 1	6	m 11 29	2 7
		7 4 a	5 1	10 44 a	4 9
Tues.	11	m 4 31	6 0		
		7 21 a	5 2	0 18 a	2 6
Wed.	12	m 6 2 a	6 1	m 0 5	4 5
		7 27 a	5 6	0 57 a	2 6
Thur.	13	6 52 a	6 1	m 0 59	4 1
		7 52 a	5 6	1 31 a	2 6
Fri.	14	m 7 31	6 2	m 1 39	2 6
		8 6 a	6 2	2 19	2 5

CANADIAN PACIFIC STEAMSHIPS LIMITED.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (*Moji), Kobe, Yokohama, Vancouver & Montreal.

Pacific Steamer	From Hongkong	Due Vancouver
Empress of Russia	Oct. 25	Oct. 31
* Monteagle	Oct. 26	Nov. 19
Empress of Asia	Nov. 10	Nov. 26
Empress of Japan	Nov. 23	Dec. 14
Empress of Russia	Dec. 8	Dec. 26
* Monteagle	Jan. 17	Feb. 11

Connecting Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp, Havre, Naples & Danzig.

Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.
Standard Sleeping Cars, Compartments & Drawing Rooms.

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CANADIAN PACIFIC STEAMSHIPS, LIMITED.
Hongkong Office. Telephone 752. Cable Address CACANPAC. [48

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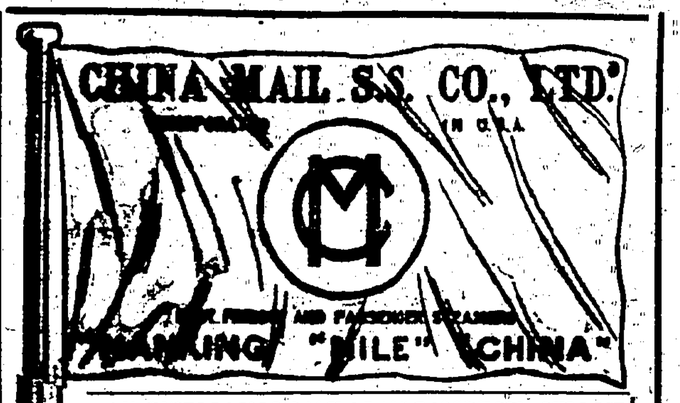

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

HONGKONG to SAN FRANCISCO
via Shanghai, Japan Ports and Honolulu
s.s. "CHINA" Nov. 3rd
s.s. "NANKING" Dec. 12th

HONGKONG to SINGAPORE
s.s. "NANKING" Nov. 23rd.
s.s. "CHINA" Oct. 15th

FAST FREIGHT SERVICE
Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transhipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, TELEPHONE, PASSENGER DEPT. No. 1934.
ICE HOUSE STREET. TEL. FREIGHT DEPT. & AGENT. No. 2161.

NEW SERVICE TO JAVA.
China Mail S.S. Co., Ltd.
INCORPORATED IN U.S.A.
AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.
BETWEEN SHANGHAI, HONGKONG SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.
S.S. "NILE"
HONGKONG TO JAVA. November 13th.
HONGKONG TO SHANGHAI. October 29th.

FAST FREIGHT SERVICE
Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transhipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE BUILDING Telephone Passenger Dept. No 1934.
ICE HOUSE STREET Tel. Freight Dept. & Agent. No. 2161.
1431

NANYO YUSEN KAISHA
(The South Sea Mail S.S. Co., Ltd.)
REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN
JAPAN, HONGKONG & JAVA
For BATAVIA, SAMARANG, SOERABAYA, MACASSAR and BALIKPAPAN.
S.S. "MACASSAR MARU" sailing on or about 15th Oct.
For MOJI, KOBE, OSAKA and YOKOHAMA.
S.S. "SAMARANG MARU" sailing on or about 6th Oct.
For further particulars please apply to—
K. SUZUKI, Manager, 2nd Floor, Prince's Building, No. 3, Des Voeux Road Central. Tel. No. 2206
1767

T. K. K.
TOYO KISEN KAISHA
HONGKONG TO SAN FRANCISCO
VIA KEELUNG, SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE FAIRWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
* PERSIA MARU	6,000	Oct. 20th, at 10.30 a.m.
TAIYO MARU	20,000	Oct. 29th.
† SIBERIA MARU	20,000	Nov. 15th.
TENYO MARU	20,000	Nov. 27th.
SHINYO MARU	15,000	Dec. 13th.

* Calling at Dairen and omitting call at Keelung and Shanghai.
† Calling at Dairen and omitting call at Keelung.

SOUTH AMERICAN LINE
HONGKONG TO VALPARAISO
VIA JAPAN, HONOLULU, HILO SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.
THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
SEIYO MARU	—	Nov. 9th.
RAKUYO MARU	—	Dec. 13th.

For full information regarding passengers freight and sailings, apply to—
Y. TSUTSUMI, MANAGER.
King's Building. Tel. Nos. 2374 & 2375.
Agents at Canton: MESSRS. T. E. GRIFFITH, LTD. [34

STRUTHERS & DIXON, Inc.
Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.
To SEATTLE & VANCOUVER
* "West Ivis" ... ... 20th Oct.
To LOS ANGELES & SAN FRANCISCO
* "West Calera" ... ... 24th Oct.
* Also cargo accepted for Transhipment at San Francisco and/or Seattle for weekly sailings to NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE PHILADELPHIA, NEW YORK & BOSTON.
Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.
HONGKONG OFFICE:—1st floor, Powell's Building, 13, Des Voeux Road. Tel. 3066. [451

WATERHOUSE LINE.
REGULAR TRANS-PACIFIC FREIGHT SERVICE
Operating U.S. Shipping Board Steamers
Between
SEATTLE—TACOMA—VICTORIA—VANCOUVER
and China, Japan and Philippine Island Ports.
"WEST JESSUP" ... ... sailing about 14th Oct.
"WEST JAPPA" ... ... sailing about 15th Nov.
"WEST IVAN" ... ... sailing about 2nd Dec.
Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.
For rates and full particulars apply to—
FRANK WATERHOUSE & COMPANY,
28 4th Floor, Princes' Buildings Telephone 1082.

KONINKLYKE PAKETVAART MAATSCHAPPY.
(ROYAL PACKET NAVIGATION CO. OF BATAVIA)
THE STEAMSHIP
"VAN CLOON"
will be despatched to
SINGAPORE & BELAWAN-DELI, Direct.
This vessel offers excellent cabin accommodation for saloon passengers.
Single and double cabins.
Wireless Telegraphy.
For Freight and passage apply to:—
JAVA-CHINA-JAPAN-LYN.
Telephone No. 1574. Agents 78

PACIFIC MAIL S.S. CO.
MANAGING AGENTS, U.S. SHIPPING BOARD.
TRANS-PACIFIC SERVICE
Freight and Passenger.
SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU
AMERICAN STEAMERS
FOR SAN FRANCISCO VIA SHANGHAI, KOBE ETC.

	LEAVE HONGKONG	ARRIVE SAN FRANCISCO
SS. "HOOSIER STATE"	Nov. 16th, Noon ...	Dec. 9th.
SS. "EMPIRE STATE"	Dec. 9th Noon. ...	Dec. 24th.
SS. "GOLDEN STATE" ...	Dec. 14th Noon. ...	Jan. 5th, 1922

FOR SINGAPORE AND SOURABAYA
Freight and Passenger.
SS. "EMPIRE STATE" ... sailing Nov. 8th noon.
SHANGHAI-CALCUTTA SERVICE
Freight Only
FOR SHANGHAI.
SS. "DOYLESTOWN" ... sailing Oct. 19th.
FOR HAIPHONG.
SS. "CADDOPEAK" ... ... sailing D'light Oct. 16th.
MANILA-EAST-INDIA SERVICE
Freight and Passenger.
SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.
Monthly Sailings.
For full information regarding rates, space, etc., apply to—
PACIFIC MAIL S.S. CO.
Telephone 141. Cable Address "SOLANO." Hotel Mansions, Hongkong.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents.

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"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

LONDON ROTTERDAM, HAMBURG & GLASGOW
s.s. "KENTUCKY" ... ... 8th Oct.

GENOA, LONDON & ROTTERDAM
s.s. "CITY OF PEKIN" ...29th Oct.

LONDON, ROTTERDAM & HAMBURG
s.s. "CITY OF DELHI" ...12th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.

or to Reiss & Co., Canton.

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NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

* "EURYMACHUS"	...	via Suez Canal ..	...	13th Oct.
* "CITY OF ADELAIDE"	...	via Suez Canal ...	...	1st Nov.
* "TYDEUS"	...	via Suez Canal ...	...	18th Nov.
* "KANSAS"	...	via Suez Canal ...	...	17th Nov.

* Calls at Boston if sufficient inducement offers,

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, HONGKONG AND CANTON, THE BANK LINE, LTD., HONGKONG. REISS & CO., CANTON.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement		Sailing Date
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON"	22,000 ...	On or about 7th Oct.
	"AMAZONE"		On or about 6th Nov.
MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT-SAID... ...	"ARMAND BEHIC"	11,000 ...	On or about 22nd Oct.
	"CORDILLERE"	11,000 ...	On or about 1st Nov.
	"ANDRE LEBON"	22,000 ...	During 1st part of Nov.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER.
Acting Agent,
Queen's Building.

Telephone 740

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms and Saloons, and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAIHONG"	Capt. W. C. Passmore	TUESDAY,	Oct. 11th, at 2 P.M.
HAILOONG" ...	Capt. W. Cooper	TUESDAY,	Oct. 18th, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

8

P. & O. - British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Ton	From Hongkong (about)	Destination
"KHIVA"	9,000	15th Oct.	Marseilles, London & Antwerp
"DUNERA"	5,400	18th Oct.	Singapore, Colombo & Bombay
"SARDINIA"	6,600	28th Oct.	Marseilles, London & Antwerp
"KARMALA"	9,000	11th Nov.	Marseilles, London & Antwerp
"SYANZA"	7,000	25th Nov.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR"	4,700	20th Oct.	Calcutta via Straits.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	17th Oct.	Manila, Thursday Island,
"ST. ALBANS"	4,500	14th Nov.	Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"KARMALA"	9,000	10th Oct.	Shanghai and Japan.
"TORILLA"	5,300	10th Oct.	Shanghai and Japan.
"EURYALUS"	—	10th Oct. D'light.	Amoy only.
"ST. ALBANS"	4,500	26th Oct.	Yokohama direct.

SPECIAL STEAMER.

The P. & O. s.s. "EGYPT" is expected to leave Hongkong on or about the 16th January, 1922, taking passengers and cargo for MARSEILLES and LONDON calling at Bombay.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to NOON on the day previous to sailing

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG. [1

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"ALTAI MARU" ... ... Saturday, 8th Oct.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.
"SEATTLE MARU" ... ... Tuesday, 11th Oct.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"KASADO MARU" (Passenger Service) Sunday, 9th Oct.
"MALAYA MARU" ... ... Sunday, 30th Oct.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER service.
'BUSHO MARU" ... ... Tuesday 1st Nov.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.
"ARIZONA MARU" ... ... Thursday, 20th Oct
'MANILA MARU" ... ... Friday, 4th Nov.

NEW YORK via PANAMA—Regular monthly service, via Japan Ports, San Francisco, Panama and Cuban Ports.
"HONOLULU MARU" ... ... Friday, 14th Oct.

NEW ORLEANS LINE via SUEZ.
"BORNEO MARU" ... ... Friday, 21st Oct.

JAPAN PORTS—Kobe & Yokohama via Shanghai
"ATLAS MARU" ... ... Saturday, 15th Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office
"KAIJO MARU" ... ... Sunday, 9th Oct.

TAKAO via SWATOW & AMOY
"SOSHU MARU" ... ... Sunday, 16th Oct

For sailing dates and further particulars please apply to—

Y. YABAUDA, Manager,
No. 1, Queen's Building.

Tel. Nos. 744 & 745 [30

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
SAILING SUBJECT TO ALTERATION		

This Steamer is fitted with Refrigerating Machinery, carrying a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE, Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

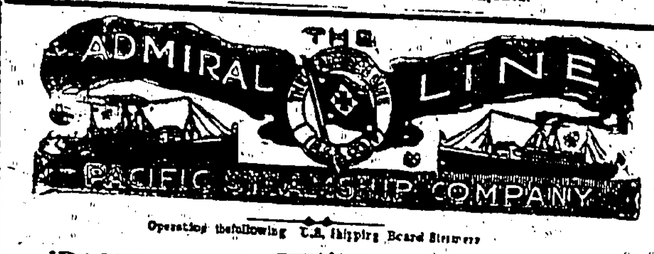
For	Steamer		To Sail
SHANGHAI & TSINGTAO ...	"SHANSI"	On 9th Oct.	D'light
AMOY, MANILA, CEBU & ILOILO ...	"TAMING"	On 9th Oct.	Noon
SWATOW & SINGAPORE.....	"KWEIYANG" ...	On 9th Oct.	Noon.
WEIHAIWEI, CHWANG & TSIN ...	"CHINKIANG" ...	On 9th Oct.	6 P.M.
SWATOW & BANGKOK	"KALGAN"	On 11th Oct.	10 A.M.
SWATOW & SHANGHAI	"SHANTUNG" ...	On 11th Oct.	Noon.
TIENTSIN	"KIUKIANG" ...	On 12th Oct.	Noon.
SHANGHAI	"SOOCHOW"	On 3th Oct.	Noon.
SWATOW, PAKHOI & H'PHONG	"KAIFONG"	On 15th Oct.	10 A.M.
SHANGHAI & TSINGTAO ...	"CHEVAN"	On 15th Oct.	4 P.M.
SHANGHAI	"CHIHLI"	On 15th Oct.	—
HAIPHONG	"PAKHOI"	On 16th Oct.	—
NEWCHWANG & TIENTSIN	"TIENTSIN"	On 18th Oct.	—

SHANGHAI LINE—PASSENGER, MAILS and CARGO Excellent Saloon accommodation. Amidships Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Telephone 36, BUTTERFIELD & SWIRE, Agents.



Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE

FOR VICTORIA, VANCOUVER, SEATTLE

S.S. "SILVER STATE" ... (for Manila only) ... Oct. 11th
(Calling Shanghai & Japan Ports).
From Hongkong Arrive Seattle

S.S. "SILVER STATE." ... Oct. 22nd Nov. 11th

FOR HONOLULU AND SAN FRANCISCO.

S.S. "HAWKEYE STATE" .. Oct. 1st 10 A.M.... Oct. 23rd Arrive San F'cisco

FOR PORTLAND DIRECT
(Calling at Manila Shanghai, Kobe & Yokohama)

S.S. "COAXET"	... ...	...	Oct. 15th.
S.S. "MONTAGUE"	... ...	...	Nov. 11th.
S.S. "ABERCOS"	... ...	...	Dec. 7th

Through Bills of Lading issued to Overland Common points.
Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Hotel Mansions. [71

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

S.S. "CADARETTA"	Sailing Sept. 29th.	
S.S. "LAKE ONAWA"	Sailing Oct. 15th	

FREIGHT ONLY.
FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5TH FLOOR, HOTEL MANSIONS, TELEPHONE 2477 & 2478. | PASSENGER OFFICE, QUEEN'S BUILDING, 2, ICE HOUSE ST.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama

S.S. "SCHODACK"	29th Sept.	
S.S. "JADDEN"	15th Oct	

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.,

THE ADMIRAL LINE

TELEPHONE 2477 & 2478. AGENTS. 5TH FLOOR HOTEL MANSIONS [172

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON and/or NEW YORK

S.S. "GAELIC PRINCE" ... ... (via Suez). Nov., 1st.

For Freight and full particulars apply to—

TURNERS (FAR EAST) LIMITED
(Incorporated in Great Britain),
St. George's Building.

Telephone 3165,
Telegrams ("Turnerine."

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POST OFFICE NOTICE.

GENERAL HOLIDAY.

The General Post Office will be open on Monday, the 10th inst., from 8 a.m. to 9 a.m. only.

There will be one delivery of Ordinary and Registered Correspondence and one collection of letters from the Pillar Boxes.

The Money Order Office will be entirely closed.

The District Post Offices will be open from 8 a.m. to 9 a.m. and from 5 p.m. to 6 p.m. with the exception of Kowloon Office, which will be open from 8 a.m. to 9 a.m. only and Sheung Wan Office which will be open from 8 a.m. to 9 a.m. and from 5.30 p.m. to 8 p.m. There will be one delivery from District Offices at noon.

Parcel Post Service to Poseh and places beyond Nanning is temporarily suspended.

INWARD MAILS.

From	Per	Due
London (Parcel only 24th, Aug. 1921)	*Pelens*	8th inst.
Shanghai	*Shantung*	8th inst.
Europe via Suez (Newspapers only, London date 1st Sept.)	*Buryatus*	9th inst.
U.S.A. Japan and Shanghai	*Silver State* ...	9th inst.
Europe via Suez (Letters and Newpapers, London, 8th Sept.)	*Karmala*	9th inst.
Straits	*Kamakura Maru*	10th inst.
Japan	*Benten Maru* ...	10th inst.
Calcutta and Straits	*Kirin Maru*	11th inst.
Japan & Shanghai	*Asano Maru* ...	13th inst.
Straits	*Sadzuoka Maru* ...	13th inst.
Australia and Manila	*Aki Maru* ...	13th inst.

OUTWARD MAILS.

For	Per	Date.
Bangkok	*Loesang*	Saturday, 8th, 11.00 A M
Shanghai and North China	*Shansi* ...	Saturday, 8th, 5.00 P M
Saigon	*Haiyang* ...	Saturday, 8th, 5.00 P M
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Bombay & Aden ...	*Kasado Maru* ...	Saturday, 8th 5.00 P M
Swatow, *Amoy and Keelung	*Kaijo Maru*	Sunday, 9th, 9.00 A M
Amoy, and *Philippine Islands ...	*Taming*	Sunday, 9th, 9.00 A M
*Swatow, *Straits and *Bangkok	*Kwei Yang* ...	Sunday, 9th, 9.00 A M
Weihaiwei, and *Tientsin	*Chinkiang* ...	Sunday, 9th, 9.00 A M
Hoihow and Haiphong ...	*Taksang* ...	Monday, 10th, 9.00 A M
Swatow	*Hydrangea* ...	Monday, 10th, 9.00 A M
Straits, *Bangkok, *Ceylon, *Mauritius, *L. Marques, *South Africa, *India via Dhanushkodi *Egypt and *EUROPE via MARSEILLES	*Altai Maru* ...	Monday, 10th, 9.00 A M
*Swatow and Bangkok	*Kalgan* ...	Tuesday, 11th, 9.00 A M
*Swatow, *Shanghai, and *North China ...	*Shantung* ...	Tuesday, 11th, 10.00 A M
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt, and *EUROPE via SUEZ ... ... The Parcel Mail will be closed at 5 p.m on Saturday, the 8th inst.	*Pyrrhus* ..	Tuesday, 11th, Registration 9.45 A M, Letters ... 10.30 A M
Swatow, Amoy, and Foochow*	*Haihong* ...	Tuesday, 11th, 1.00 P M
Straits, *Bangkok, Calcutta and Aden ...	*Laisang* ...	Tuesday, 11th, 3.00 P M
Philippine Islands	*Silver State* ...	Wednesday, 12th, 9.00 A M
Swatow, and Bangkok	*Mingsang* ...	Wednesday, 12th, 11.00 A M
Honolulu	*Gorjatan* ...	Wednesday, 12th, 11.00 A M
Tientsin	*Kiukiang* ...	Wednesday, 12th, 11.00 A M
Swatow, *Shanghai and *North China ...	*Hoosang* ...	Thursday, 13th, Registration 9.15 A M, Letters 10.00 A M
Shanghai, North China, Japan, Canada, United States, Central and South America, and EUROPE via VANCOUVER B.C.	*Empress of Russia*	
*Shanghai, and *North China	*Soochow* ...	Thursday, 13th, 10.00 A M
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt, & EUROPE via MARSEILLES	*Kamo Maru*	Friday, 14th, Registration 8.45 A M, Letters ... 9.30 A M
Hoihow, Pakhoi and Haiphong	*Kaifong* ...	Saturday, 15th, 9.00 A M
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Bombay Aden Egypt and EUROPE via MARSEILLES The Parcel Mail will be closed at 5 P.M. on Friday, the 14th inst. ...	*Khios* ...	Saturday, 15th, Registration ... 8.45 A M, Letters ... 9.30 A M
*Shanghai and *North China	*Chihli*	Saturday 15th, 3.00 P M
Shanghai and N. China	*Chenan*	Saturday, 15th, 3.00 P M
Haiphong	*Pakhoi*	Sunday, 16th, 9.00 A M
Swatow, Amoy and Foochow	*Hai Loong* ...	Tuesday, 18th, 1.00 P M
*Tientsin	*Tientsin*	Tuesday, 18th, 2.00 P M

Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(Direct).

"PYRRHUS"	11th Oct.	London, Amsterdam & Antwerp.
"TITAN"	28th Oct.	London, Amsterdam & Antwerp.
"RHESUS"	8th Nov.	London, Amsterdam & Antwerp.
"MENTOR"	15th Nov.	London, Amsterdam & Antwerp.
"MACHAON"	22nd Nov.	London, Rotterdam & Hamburg

LIVERPOOL SERVICE
(Direct or via Continental Ports).

"EUMAEUS"	12th Oct.	Genoa, Marseilles & Liverpool.
"TELEMACHUS"	18th Oct.	Rotterdam & Liverpool.
"ANTILOCHUS"	1st Nov.	Genoa, Marseilles & Liverpool.
"PELEUS"	10th Nov.	Marseilles, Havre & Liverpool.

PACIFIC SERVICE
(via Kobe and Yokohama).

"PROTESILAUS"	1st Nov.	Victoria, Seattle & Vancouver.
"IXION"	22nd Nov.	
"TALTHYBIUS"	13th Dec.	

NEW YORK SERVICE
(via Suez or Panama).

"EURYMACHUS"	14th Oct.	via Suez.

PASSENGER SERVICE

"PYRRHUS"	11th Oct.	for Singapore & London.
"MENTOR"	30th Oct.	for Shanghai.
"MENTOR"	15th Nov.	for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO—
BUTTERFIELD & SWIRE
AGENTS.

COMMERCIAL

OPENING QUOTATIONS.

7th. October

On London.—	
Telegraphic Transfer	2/10
Bank Bills, on demand	2/10⅛
Bank Bills, at 30 days sight	—
Bank Bills, at 4 months' sight	2/10
Credits, at 4 months' sight	/11⅛
Documentary Bills, 4 months' sight	2/0⅛
On Paris.—	
Bank Bills, on demand	750
Credits, 4 months' sight	8.0
On New York.—	
Bank Bills, on demand	53⅞
Credits, at 60 days' sight	56⅛
On Bombay.—	
Telegraphic Transfer	—
Bank Bills, on demand	196⅛
On Calcutta.—	
Telegraphic Transfer	—
Bank Bills, on demand	196⅛
On Shanghai.—	
Bank Bills, at sight	—
Private, 30 days' sight	—
On Yokohama.—On demand	113⅛
On Manila.—On demand—Usos	106⅛
On Singapore.—On demand	122
On Batavia.—On demand	186
On Haiphong.—On demand	nom.
On Saigon.—On demand	—
On Bangkok.—On demand	73⅛
Sovereigns, Bank's Buying Rate	$ 6.86 n.
Gold Leaf 100 tls., per tael	$ 45.80,
Bar Silver per oz.	41⅛d.

		Per cent.	
Hongkong	10 cents piece	$0.70	Premium.
Hongkong	10 "	0.10	Discount
Canton	20 "	15.30	"
Canton	10 "	0.00	"

HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong Head Office.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling £2,500,000
Silver $11,500,000
Reserve Liability of Proprietors $15,000,000

Court of Directors:
G. T. M. Edkins, Esq.—Chairman.
G. M. Dodwell, Esq.—Deputy Chairman.
D. G. M. Bernard, Esq. | E. V. D. Parr, Esq.
A. S. Gubbay, Esq. | W. L. Pattenden, Esq.
Hon. Mr. P. H. Holyoak | J. A. Plummer, Esq.
A. O. Lang, Esq. | H. P. White, Esq.

Chief Manager:
Hon. Mr. A. G. Stephen.

Manager: Hongkong—A. H. Barlow, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
LONDON COUNTY WESTMINSTER & PARR'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, July 13th, 1911. [8

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong & Shanghai Banking Corporation,
A. G. STEPHEN,
Chief Manager.

Hongkong, December 29th, 1920. [9

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital £3,000,000
Reserve Fund £3,600,000
Reserve Liability of Proprietors ... £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Acting Manager.

Hongkong, March 30th, 1921. [50

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

Established 1824.

A. Capital	...F. 100,000,000	£8,333,333
Paid-up Capital	...F. 80,000,000	£6,666,666
Reserve Fund	...F. 18,979,240	£1,581,604
Special Reserve	...F. 40,160,000	£3,346,667

Head Office:—Amsterdam.

Branches at
The Hague:—Rotterdam.

Head Agency:—Batavia.

BRANCHES:—

Bandjermasin	Macassar	Singapore
Bandoeng	Medan	Soerabai
Bombay	Padang	Soerakarta
Calcutta	Palembang	(Solo)
Cheribon	Pekalongan	Tahing Ting
Djember	Penang	(Deli)
Djokjakarta	Pontianak	Tegal
Kobe	Rangoon	Telok Betong
Kota-Radja	Samarang	Tjilatijap
Langsa	Shanghai	Weltevreden

Correspondence at Colombo, Madras Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers:—The National Provincial, and Union Bank of England, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. H. GROSKAMP,
Acting Manager.

Hongkong, September 22nd, 1921. [1253

THE MERCANTILE BANK OF INDIA, Limited.

Head Office.

15, Gracechurch Street, London, E.C. 3.

Authorised Capital	...	£3,000,000
Subscribed Capital	...	£1,800,000
Paid-up Capital	...	£1,050,000
Reserve Fund	...	£1,100,000

BANKERS:
The Bank of England,
The London Joint City & Midland Bank, Ltd.

BRANCHES:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bharu	Port Louis (Mauritius).	

HONGKONG BRANCH.

Every description of Banking and Exchang business transacted.

INTEREST allowed on Current Accounts to ½ per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES,
Manager.

7, Queen's Road Central,
Hongkong, April 26th, 1921. [43

BANQUE DE L'INDO-CHINE. (FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Subscribed Capital...Frs. 72,000,000.00
Paid-up Capital .....Frs. 68,400,000.00
Reserves Funds .....Frs. 69,567,203.54

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Yunnanfu
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de-Paye-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK & Co.; Morgan J. P. French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARSOT,
Acting Manager.

Hongkong, July 12th, 1921. 66

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 2, Queen's Road Central, HONGKONG.

Established 1919.

Authorized Capital	$10,000,000-00
Paid-up Capital	5,000,000.00

DIRECTORS:
Mr. Pong Wai Ting, Chairman,

Mr. Chow Shou Son,	Mr. Kan Ying Po,
Mr. Li Koon Chun,	Mr. Mok Ching Kong,
Mr. Fung Ping Shan,	Mr. Wong Yun Tong,
Mr. P. K. Kwok,	Mr. Chan Ching Shek,
Mr. Ng Chang Luk,	Mr. Kan Chiu Nam.

(Chief Manager ... Mr. Kan Tong Po,
Asst. Manager ... Mr. Li Tse Fong.)

BRANCHES & AGENCIES:—
LONDON, PARIS, NEW YORK

SHANGHAI	SAN FRANCISCO
KOBE	YOKOHAMA
NAGASAKI	SAIGON
SINGAPORE	PENANG
TIENTSIN	HANKOW
MANILA	BATAVIA
SAMARANG	SOURABAYA
CALCUTTA	BOMBAY

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 per cent. per annum
For 6 months at the rate of 4 per cent. per annum
For 12 months at the rate of 5 per cent. per annum

KAN TONG PO,
Chief Manager.

Hongkong, September 1st, 1921. 81

THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	...	$60,000,000.00
Paid-up Capital	...	12,279,800.00
Reserve Funds	...	8,607,678.00

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers:—The Irving National Bank.

The Equitable Trust Company New York.

Interest allowed on Current Account and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

TSUYEH PEI,
Manager.

Hongkong, September 8th, 1921.

SPECIALLY BREWED FOR EXPORT
DAI NIPPON BREWERY COMPANY,
LIMITED.
TOKYO, JAPAN.
SOLE AGENTS:
MITSUI BUSSAN KAISHA, LTD.
HONGKONG.

SOUTH AMERICA

We offer a complete banking service in the following countries, special attention being given to the handling of collections.

Head Office: Montreal, Canada

ARGENTINE — Buenos Aires.
BRAZIL — Rio de Janeiro, Santos, Sao Paulo.
URUGUAY — Montevideo.
VENEZUELA — Caracas, Ciudad Bolivar, Maracaibo.
COLOMBIA — Barranquilla.
BR. GUIANA — Georgetown, Rose Hall, New Amsterdam.

Also 90 Branches in
CUBA, PORTO RICO, DOMINICAN REPUBLIC, HAITI, COSTA RICA, BR. HONDURAS, BRITISH WEST INDIES and FRENCH WEST INDIES

624 Branches throughout CANADA & NEWFOUNDLAND

LONDON — Princes St., E.C.
PARIS — 23, Rue du Quatre-Septembre.
NEW YORK — 68, William St.
BARCELONA — Plaza de Cataluna 6.

THE ROYAL BANK OF CANADA

Capital Paid Up & Reserves, $40,000,000 Total Resources $550,000,000

ASIA BANKING CORPORATION
(An American Bank).

Capital	U.S. $4,000,000
Surplus, over	U.S. $2,000,000

Head Office: NEW YORK.
Branch: SAN FRANCISCO.

Head Office for the Orient,
SHANGHAI.

Branches:
CANTON — HANKOW — MANILA — TIENTSIN
CHANGSHA — PEKING — SINGAPORE

D. M. BIGGAR
Manager.

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THE BANK OF TAIWAN, Limited.

(Taiwan Ginko).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	... ...	Yen 60,000,000
Capital (Paid-up)	... ...	" 45,000,000
Reserve Funds	... ...	" 11,050,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Kashang, Makang, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui Tohyen, Heito.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS.
London County Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

Hongkong Branch,
3, Des Voeux Road Central,
Hongkong, October 1st, 1921. [61

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Voeux Road Central.
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome

J. USANG LY,
Manager.

Hongkong, July 7th, 1919. [8

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE
St. George's Building, Hongkong.

Chairman of Board of Directors
MR. WONG SHIU HAM.

Chief Manager... ...Mr. L. S. Holum.
Asst. Manager... ...Mr. K. T. Wong
Hongkong Manager Mr. I. P. Allen.

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits bear interests at rates of 2 per cent., 4 per cent., and 6 per cent., per annum, respectively.

L. S. HOLUM
Chief Manager.

Hongkong, October 2nd, 1920. 119

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